35 cents

JULY, 1954

PACIFIC FISHERMAN

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Moss Landing, California fishing port, where a minute's run carries a craft out to sea, shown on left.

9 West Coast Can Plants

and three research laboratories at your service!

Western fish packers know they can count on Continental for on-the-nose delivery of the right cans in the right quantities. Four of our nine plants on the Coast specialize in producing salmon, tuna and sardine cans for Western packers.

And that's only part of our famous Tailor-Made Package Service. 27 years of experience in making fish cans have taught us that Western fish packers have problems all their own. So Continental has engineering facilities and research laboratories – at Seattle, Hayward and Whittier – which are always available to our customers.

We'll be happy to talk to you about your individual packaging requirements. For Tailor-Made Service, why not call Continental today.

CONTINENTAL CAN COMPANY

1120 Wilshire Boulevard, Los Angeles 17
Russ Building, San Francisco 4 • Skinner Building, Seattle 1

PACIFIC FISHERMAN

July, 1954 Volume 52, No. 8

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Bristol Bay Fisheries Accord Reveals Realistic Attitude

Realistic acceptance of the seriousness of the situation facing the Alaska salmon industry led to reasonable agreement sufficiently in advance of the season opening to permit the industry to operate without further handicaps imposed by labor conflict.

There was no "lying down" on either side. The issues were strongly argued, ably advocated, and finally brought to the basis of settlement without imposing further handicap on an already handicapped industry.

Japanese Bottomfish Research Expedition Studies Bering Sea

Energetic researchers of the Japanese fisheries agency are back in the eastern reaches of Bering Sea again this summer, studying the bottomfish populations with a 1,000-ton research vessel accompanied by two 60-ton fishing craft.

Halibut is specifically and officially excluded from the subjects to which the expedition will devote its attention.

Trade Agreement With Japan Is Believed To Be "Imminent"

Informed observers in Washington believe that passage of the one-year extension of the Reciprocal Trade act — expected at presstime — will be followed by negotiation of a trade agreement with Japan. They rate such negotiations "imminent."

Tariff concessions on canned fish and shellfish are certain to be sought by Japan at such a conference.

Research Bill Supported

The tremendously powerful Senate Appropriations Committee, reporting on the Interior appropriations bill, gave a strong push to the Saltonstall Bill, which would earmark for fisheries research a portion of the funds derived from duties collected on imports of fish.

Referring to the Saltonstall Bill, the Senate Appropriations Committee said:

"It is the hope of the committee that this legislation will become a law at this session of Congress."

Commercial Range of Salmon Extended Far to the South

Monterey Bay has long been regarded as the southerly extremity of commercial salmon fishing, but this spring an extensive and successful troll fishery for salmon was operated out of Morro Bay, about 300 miles to the south.

Moreover, net-fishing boats working between Santa Barbara and the Channel Islands, further south again, are reported to have taken more than nominal quantities of salmon incidental to their fishing for anchovies and market fish. As many as 30 large salmon—evidently feeding on the smaller fish—are said to have been taken by anchovy seiners in a single day of fishing.

Canada Reduces Tuna Tariff

British Columbia canners who have been packing tuna in steadily increasing quantities, using frozen Albacore imported from Japan, are beginning to wonder just what will be the effect on their business of the new trade agreement between Canada and Japan.

Under this treaty the Canadian tariff on imports of canned tuna from Japan is reduced from 35% to 20% ad valorem.

Under the higher figure, Canadian packers have had the lion's share of their domestic tuna market. They hope to be able to keep it, even with protection reduced.

"Quality Holds the Key to Success & Profit in Packaged BREADED FISH STIX

"Most thoughtful students of the fish sticks phenomenon are inclined to believe: Long-range success will require consistent quality, and this can come only if the industry persistently polices itself against offerings of inferior quality—which have already begun to appear.

"Fish sticks were introduced less than a year ago by fish packers with the highest quality standards and the technological capacity and know-how for keeping them high. The initial consumer reaction was good. The quick competitive reaction is already apparent. Goods have come on the market which cannot help but hurt it, goods crusty with heavy breading and gray with grease; goods where cooking and breading and grease are counted on to conceal flavors which should never have been there.

"Nor is all of the low quality the result of excess breading and fish which was inferior to begin with. Good fish stix require good technology, particularly in cooking times and temperatures."

PACIFIC FISHERMAN . MAY, 1954 ISSUE

"Fish s
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YOU KNOW THE FISH BUSINESS
WE KNOW THE BREADING BUSINESS
LET'S GET TOGETHER TO ASSURE YOU MAXIMUM PROFIT IN THE BREADED FISH STIX BUSINESS

GOLDEN DIPT

The Original • Ready-Mixed
BREADING

ONLY Golden Dipt seals flavor in . . . grease out! This grease repellent factor is mighty important to the ultimate consumer. It means reorder after reorder!

ONLY Golden Dipt assures uniformity of your product . . . the eggs, milk and seasoning are already in Golden Dipt . . . it always covers foods with the same thickness of coating.

ONLY Golden Dipt contains the revolutionary ingredient, Mel-0x3, that prevents flavor deterioration during cold storage. Independent laboratory tests prove there is no loss of flavor in Golden Dipt pre-breaded frozen meat, fish and poultry even though it is held in storage for as long as twelve months.

ONLY Golden Dipt assures controlled cost . . . all necessary breading ingredients are in Golden Dipt. Your breading cost is definitely established since nothing else is needed.

GOLDEN DIPT DIVISION, MELETIO SEAFOOD COMPANY
6th and Franklin Avenue, St. Louis 1, Missouri

Please send me a free sample of

☐ Golden Dipt Ready-Mixed Breading
☐ Golden Dipt Batter Mix ☐ Golden Dipt Processor's Blend

Individual Name.....
Company Name.....
Address.....
City.....State.....

GOLDEN DIPT DIV. Meletio Seafood Company
St. Louis, Mo.
In Canada write Golden Dipt Coma Trading Corp
443 St Francois Xavier, Montreal Canada

Send for your free sample today

ATTENTION: Only Golden Dipt offers processors a special formula individually developed to meet your own specific requirements as to grind and color of finished product. You can actually predetermine the exact shade of golden fried color your product will have when served!

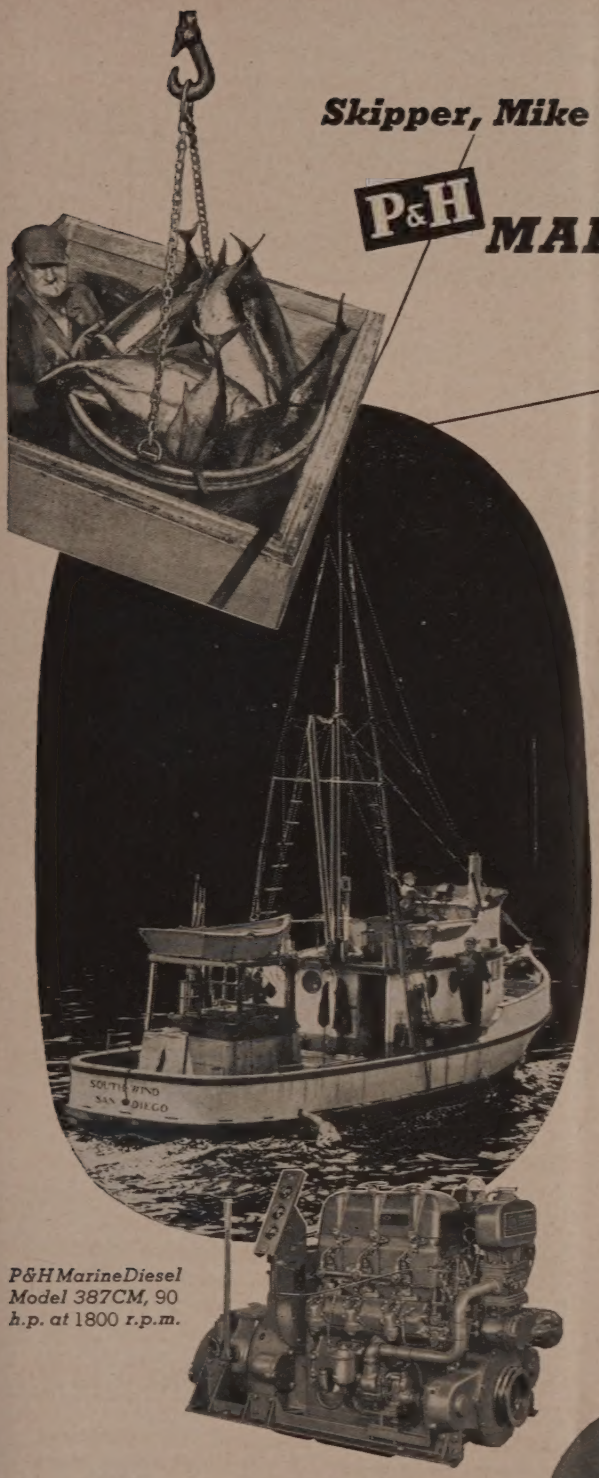
Distributed by:

MORRILL NELSON CO.
1248 Wholesale St.
Los Angeles, Calif.

PACIFIC NATIONAL FOODS, INC.
548 First Ave. South
Seattle, Wash.

Skipper, Mike Cavanee says of his new

P&H MARINE DIESEL 2-cycle...



P&H Marine Diesel Model 387CM, 90 h.p. at 1800 r.p.m.

"I think it's one of the best engines there is!"

This man's talking from experience! Mike Cavanee of San Diego, California, is a veteran fisherman. He knows boats *and* diesels. So, you can be sure the P&H Model 387 CM Marine Diesel powering his 38 foot albacore boat is a real performer when he says:

> "I think it's one of the best engines there is. Since repowering with this P&H Marine Diesel, we have made two trips down the coast of Mexico, each time getting 5 tons, worth $1750. The first trip of 24 days we used 498 gallons in a total running time of around 300 hours.
>
> "For full power, or for slow trolling speed, we found the P&H Marine Diesel thoroughly dependable and completely satisfactory."

A fine report, Skipper Cavanee. Thank you. It's typical of what fishermen everywhere are saying about the performance and economy of P&H Marine Diesels. The reason is that *these* are more modern engines — America's newest designed diesels. They incorporate dozens of engineering advancements not found in any other diesels.

P&H Marine Diesels are two-cycle . . . *every* down stroke of the piston is a power stroke. They are simpler diesels, easier to understand and take care of. You can replace a complete cylinder head assembly in only 40 minutes — without dropping the pan! And, P&H Diesels give you more power for their size and weight. That means larger payloads.

Get all the facts on P&H Marine Diesels. Models from 58 to 255 h.p., 2, 3, 4 and 6 cylinders. See your P&H representative or write us.

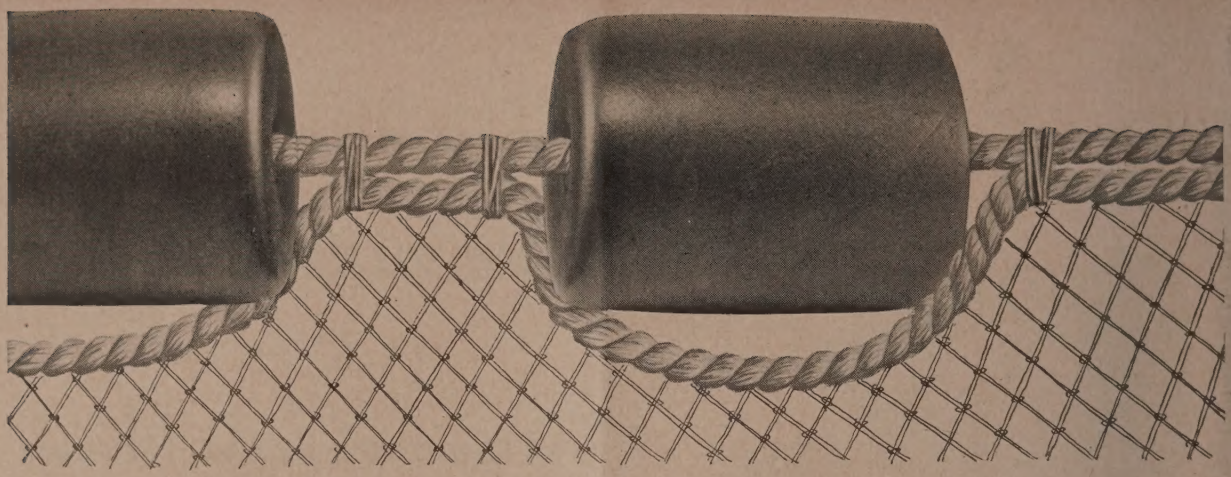
Full-length water jackets; another P&H advantage! You are assured effective, uniform cooling of the *full* cylinder length and circumference. P&H Diesels have drilled water passages around and below the port area . . . for proper temperature control and to protect against costly engine wear and to reduce maintenance.

P&H DIESEL ENGINE DIVISION
HARNISCHFEGER CORPORATION
CRYSTAL LAKE, ILLINOIS

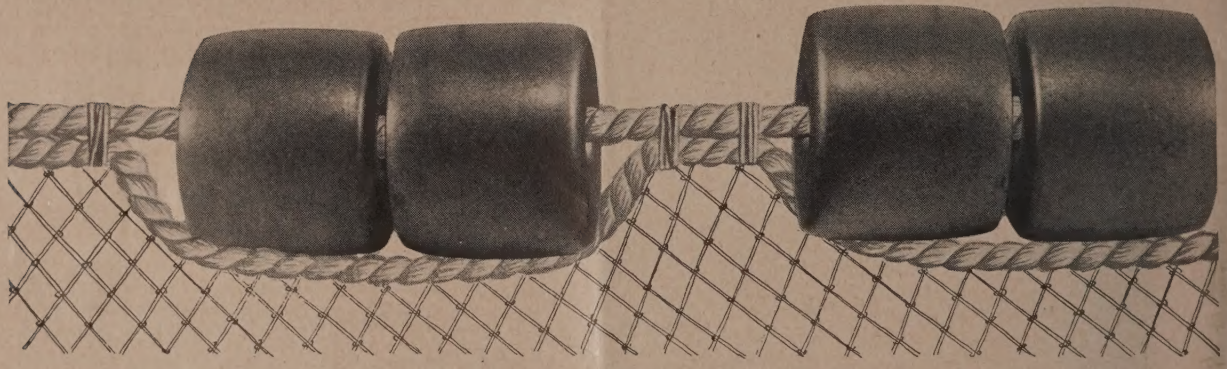
ENGINE SALES & SERVICE
Los Angeles, Calif.

PARKER DIESEL ENGINEERING CO.
Oakland, Calif.

MARINE & INDUSTRIAL POWER, INC.
San Diego, Calif.



Better than Cork! Cheaper than Cork!



NEW SPONGEX SEINE FLOATS

give you these advantages:

- Spongex floats cost less than cork.*
- Spongex floats are more buoyant than cork . . . fewer Spongex floats are needed.
- Spongex floats last years longer than cork. Their buoyancy is unaffected by water-logging, punctures or cuts. They do not rot . . . harbor no marine growth . . . never need drying-out.
- Nets and lines do not foul on the smooth plastic surface of Spongex floats.

*Cost of the Spongex float, averaged over its size range (3x3, 3½x3, 4x3, 4x6, 6x6¾, 6x7½) is less than cork in corresponding sizes. And, as the Spongex float has greater buoyancy . . . *dry* buoyancy versus cork's loss to water absorption . . . the cost is increasingly less.

These Spongex floats are brand new. Your supplier may not have them yet. If not, let us know your needs. Write

THE SPONGE RUBBER PRODUCTS COMPANY
45 Derby Place, Shelton, Conn.

ANOTHER SPONGEX® PRODUCT

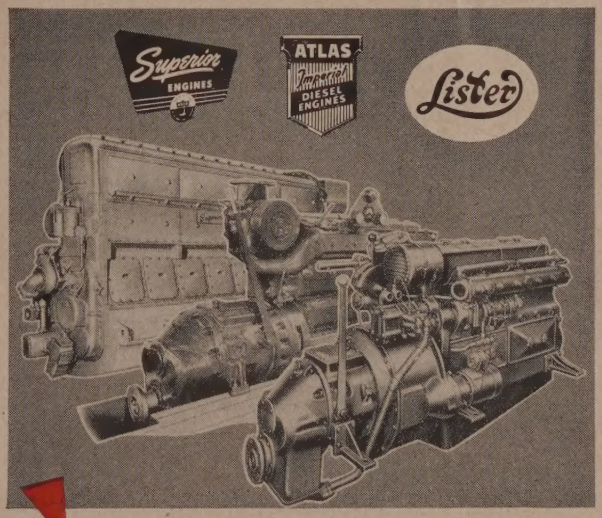
FISHING COSTS STAY LOW BECAUSE . . . . . .

they all enjoy economical diesel power!

THIS 103-FOOT DRAGGER depends upon a rugged 400 hp Superior Diesel for long trips and record hauls in the North Atlantic. Even under adverse conditions, Superior Diesels mean reliable, low-cost propulsion, and establish records for long life.

THIS FIRST PURSE SEINER built in Australia is powered by a 240 hp Atlas Diesel. The simple design of Atlas Engines means easy maintenance and lower weight per horsepower—while precision parts and heavy-duty frame insure exceptionally long life.

THIS WEST COAST SCHOONER uses a Lister FR2 to operate its refrigeration compressor and electric generator. Fishermen find that Lister's unique dual combustion chamber insures easy starting and fuel economy, in every type of auxiliary service.



IN THE WIDE RANGE of 4 to 1765 hp there's a Superior, Atlas and Lister Diesel for every marine power application. You can get complete information on these economical engines at the nearest sales and service office listed below.

DIESEL DUAL FUEL GAS

THE NATIONAL SUPPLY COMPANY

ATLAS Imperial DIESEL ENGINES

Superior ENGINES

DISTRIBUTOR OF Lister DIESELS IN U.S.A.

THE NATIONAL SUPPLY COMPANY

ENGINE DIVISION PLANT AND GENERAL OFFICES: SPRINGFIELD, OHIO

SALES AND SERVICE POINTS: Gloucester, Massachusetts • Houston, Texas • Fort Worth, Texas • San Diego, California Oakland, California • Terminal Island, California • Ketchikan, Alaska • Washington, D.C. • Chicago, Illinois • Portland, Oregon • Astoria, Oregon • Casper, Wyoming • Halifax, Nova Scotia • Vancouver, B.C. • Toronto, Ontario • Park Rapids, Minnesota • New York, New York • Seattle, Washington • New Orleans, Louisiana • Pittsburgh, Pennsylvania

You keep 98 out of every 100 fish gilled with Pauls Netting

This is the one and only Pauls Locknot. Do not be fooled by substitutes.

Pauls quality netting is also available for seines, traps and other commercial fishing nets.

Did you ever stop to think how much *extra* money you make with Pauls Locknot Gill Netting? Take a pencil and work it out for yourself.

Pauls Locknot makes sure that you keep an average of 98 out of every 100 gilled salmon, shad or sea bass. Many ordinary nets are 10 to 25% less efficient. Pauls Netting is reasonably priced, too. So it's easy to see why you make more profit per pound with Pauls Locknot.

Try Pauls Netting the very next time you buy gear. You'll see then how Pauls' amazingly different double knot netting prevents slipping and sawing . . . how it gives you peak hauls without breaking under the load.

Investigate Pauls Netting today.

PAULS

FISH NET DIVISION
THE LINEN THREAD COMPANY
357 West Ohio Street • Chicago, Illinois

PAULS netting is sold on the Pacific coast by these reputable distributors

Alfred Puusti and Company
212 Taylor Avenue
Astoria, Oregon

F. J. Cardinalli
Pittsburg, California

Horace Mercurio
223 Alvarado Street
Monterey, California

Nordby Supply Co.
1300 Western Avenue
Seattle, Washington

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"MOST ECONOMICAL ENGINES THAT CAN BE HAD"

—CARL McCULLAH, *President*
McCullah Bros., Inc., Oceanside, California

To run a profitable sport fishing business you need good boats, good skippers and, above all, good engines. Customers want to get out where the fish are, without wasting time, and they want to get home that night.

McCullah Bros., Inc., operate three fishing boats out of Oceanside, and they have been Caterpillar-powered from the start. In the words of Carl McCullah, "We run boats out of here every day, and with Cat* Engines we don't have to worry about their coming back."

The newest boat in the fleet, the *Del Mar*, is a trim 65-footer with 16½-foot beam and 3½-foot draft. Because of the exceptional performance records set by Caterpillar Diesels in their two older boats, the owners installed a Cat D337 Marine Engine in the *Del Mar*. Turning a 40″ x 38″ propeller, the engine delivers 170 continuous horsepower and gives the boat a speed of 15 knots.

McCullah Bros. have found the simple maintenance and rugged dependability of these engines more than pay for their cost. If you're building a new boat or repowering an old one, talk to your Caterpillar Dealer first. He offers 12 engine sizes, up to 400 HP for continuous non-stop service. And, he backs their long, profitable work life with reliable dockside service. Call him today!

Caterpillar Tractor Co., San Leandro, Cal.; Peoria, Ill., U.S.A.

CATERPILLAR*

*Both Cat and Caterpillar are registered trademarks—®

SPECIFY CAT POWER FOR HIGH-PROFIT PERFORMANCE

open this door

on a $305 MILLION market for frozen foods

TRIPLED since 1940, and growing every year! That's the opportunity story of the institutional market for frozen foods. Think of it . . . in just one year, commercial restaurants alone bought frozen foods to the tune of $164,325,000. Industrial cafeterias, resorts, schools, hospitals and other institutional users, ran the figure to a whopping 305 million dollars.

BIG DOLLAR VOLUME . . . that's your prize in this wide-open field, and Marathon, thoroughly experienced in frozen food packaging, stands ready to help you with 2½-, 5- and 10-pound Q-Board cartons developed especially for this volume business. However you pack—hand, semi-automatic or automatic—Marathon has the right carton for you.

More than that, Marathon creates *sales-in-print* . . . prints your cartons with sales-exciting designs that build *your* brand identity. Or, for top product protection PLUS sales appeal, combine Marathon's pure white, sturdy cartons with high-gloss, extra-heavy waxed Tyton Overwraps. That brings sales and *repeat* sales!

Ask your Marathon representative for full information and samples, or write Marathon Corporation, Dept. 608, Menasha, Wisconsin.

MARATHON

SELL BRANDS · PROTECT PRODUCTS · SPEED PRODUCTION

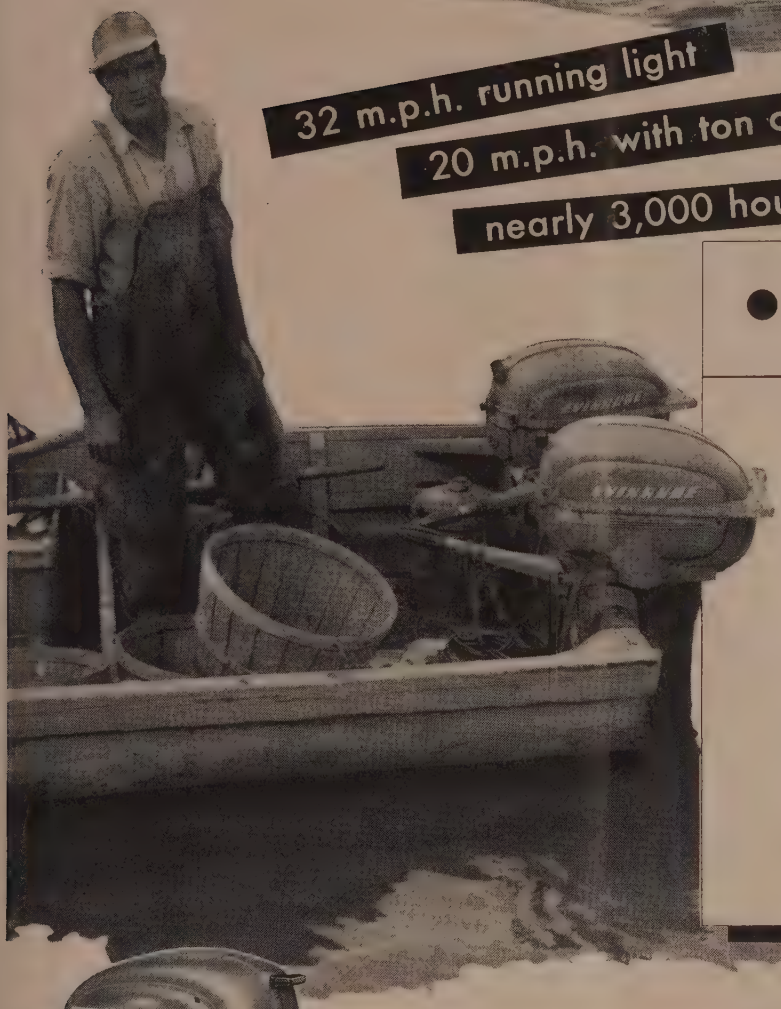
PACKAGES

"...never seen a workboat with the speed of this one"

32 m.p.h. running light

20 m.p.h. with ton of fish

nearly 3,000 hours a year, each motor



CARWICH MARINE

1713-15 EAST MAIN STREET
RICHMOND • VIRGINIA

Mr. W. J. Webb
Evinrude Motors
Milwaukee, Wisconsin

Dear Mr. Webb:

Enclosed are photos of one of our good Evinrude users, L. E. Moody, West Point, Va. The 20' by 7' boat is powered with 2 Big Twins. We have never seen a work boat with the speed of this one.

The boat does 32 m.p.h. without load and 20 m.p.h. with a ton of fish. These speeds are clocked over known distances. Working 100 crab pots and 30 fyke nets, Mr. Moody has to cover over 50 miles up and down the river, averaging 9 hours a day. During this time the motors are never stopped, but are idling in neutral except when a net is extremely full.

That is the way these motors work every day except Sunday, when one of them goes on the family runabout for pleasure use. Running time totals nearly 3,000 hours a year on each motor. Maintenance has been very low.

Cordially yours,

G. Carwich

Gus Carwich

• Backed by 10 years of successful experience fishing with Evinrudes, L. E. Moody was quick to see the possibilities offered by the new Big Twin model. In his operation he found that *two* Big Twins gave him the real pay-off! 50 brawny horsepower for time-saving runs to the nets, and real speed even with a full load. Plus stamina and low upkeep you couldn't beat in *any* kind of motor! Big Twin performance has been an eye-opening (*and money making*) experience for fishermen in many waters. Get all the facts. See your Evinrude dealer, or write for catalog on the complete Evinrude line—4 models—3, 7.5, 15 and 25 horsepower. EVINRUDE MOTORS, 4476 N. 27th Street, Milwaukee 16, Wisconsin.

In Canada: Manufactured by Evinrude Motors, Peterborough, Ontario.

EVINRUDE OUTBOARD MOTORS

One of a series of favorite American meals brought to you by the American Can Company

OPEN-FACE SMORGÅSBORD SANDWICHES

For deliciously new—and different sandwiches—try these tempting combinations:

- **Cream cheese** and chopped chives topped with drained, flaked salmon and anchovy fillets
- **Sardines or herring** on lettuce with onion rings and lemon-tart mayonnaise—specially good on rye
- **Drained canned sauerkraut,** slices of luncheon meat or tongue, mayonnaise blended with prepared mustard, pickle slices on pumpernickel
- **Vienna bread** with deviled ham or any meat spread and slices of hard-cooked egg

PICK-UPS

Take cans of French-fried onion rings, pickles, ripe and green olives, potato chips and potato sticks—both plain and cheese-coated

FRUIT-TOPPED SPICECAKE

Prepare 1 package spicecake mix according to label directions. Bake in 9 x 13-inch pan. Let cake cool; spread with jam, jelly or preserves, arrange drained, canned pineapple slices and apricot halves over top Take right in pan

BEER • MILK

For greatest convenience, take beer in the Canco cans trademarked "Keglined"—and milk in Canco's disposable paper container with the flat top which opens and closes so easily

Important note Whenever you do not use a full can of food . cover and keep the remainder in the refrigerator *right in the can* It's safe—and it's sensible!

•

NEW! "Food for Entertaining—Better with Beer"

Send for 20-page booklet of quick, clever ideas for TV suppers, buffets, casseroles Mail 15¢ to American Can Company Test Kitchens, Box 259, New York 46, N Y.; or in Canada, Box 130, Hamilton, Ontario

Fancy-looking...but no fuss! Try

PICNIC—GREAT LAKES STYLE

A "picnic" to prepare—with today's delicious canned foods!

Here's a great idea for your next outing—a picnic inspired by the smörgåsbord tradition of the Great Lakes area!

So good, and so *simple!* Toss a couple of loaves of bread into the picnic basket—a few cans of meats, spreads, and fish—whatever garnishes you wish

Let folks *make their own* sandwiches on the spot! They'll love the combinations shown here All these—and dozens more delicious fillings—are yours to enjoy in modern Canco cans made by the American Can Company

For dessert—top a spicecake with canned fruit Take milk for the kids And beer for the grownups—in no-return cans, another invention of American Can Company, who *developed* the special lining that makes it possible to "can" beer without changing its sensitive flavor

What could be a better, easier, more "fun" picnic!

American Can Company not only perfected the modern food container . . . it also developed many of the canning processes that today bring you truly superb flavor and even more vitamins than many "fresh-shipped" varieties

American Can Company

Containers to help people live better

CANCO Registered Trademark of the American Can Company N Y., N Y

In color . . . in LIFE . . .

an extra boost for your summer sales.

The advertisement at the left will appear in mouth-watering color before an audience of 26,450,000 in the July 12th issue of LIFE magazine.

This ad, like the others in Canco's continuing series, presents the products *you* sell as an important part of an interesting menu. They offer homemakers a valuable service by showing them how canned foods and beverages can be used—with greater ease and convenience—in planning nutritious, delicious and economical meals for their families.

These ads also point out the amazing *variety* of good things that come in cans—and the fact that they are available everywhere, at any season of the year. Thus, Canco helps to raise the level of the buying public's interest in canned foods and beverages of all kinds.

This is another example of Canco's service designed to *help you sell more in '54.*

Go first to the people who are first!

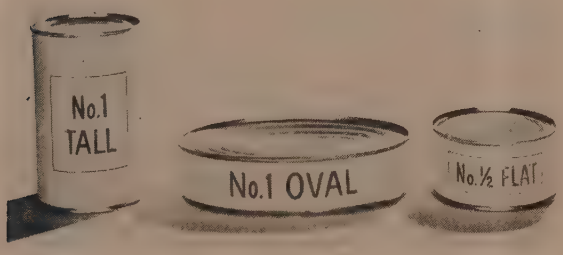
AMERICAN CAN COMPANY

CANCO

New York, Chicago, San Francisco; Hamilton, Canada

Four fish products are featured in the advertisement at the left.

Take full advantage of this campaign by carrying to your buyers this story of greater potential consumer markets.



Canco offers you the finest full line of cans for fish and fish products available anywhere. *Whatever* your need, *wherever* your need, Canco has the *right* package.

GOOD FISHING
REQUIRES
GOOD GEAR

PLYMOUTH MANILA ROPE

Plymouth Bolt Rope, and Plymouth Bolt Purse Line are made especially for seiners. Highest Quality Manila Rope for Particular Fishermen. The choice of Highliners for years.

Plymouth Manila Lasts Longer, Wears Better and Saves You Money

BARBOUR'S NETTING

BARBOUR'S
THE LINEN THREAD CO., INC.

New Braided Double-knot Nylon, Regular Double-knot Nylon, and Linen Double-knot — all three have been proved by Pacific Coast salmon fishermen from Puget Sound to Bristol Bay.

For Bigger Catches and More Economy Buy BARBOUR'S Netting

GOOD GEAR makes fishing easier with less lost time for repairing parted lines or torn web. Keep your gear in top notch condition and be certain that in the long run it will save you money.

KEEPING AHEAD of the constantly changing requirements for vessel equipment, fishing gear and cannery supplies is a habit of 57 years standing with us!

PACIFIC MARINE SUPPLY CO.

Serving the Northwest and Alaska since 1897

1217-1223 WESTERN AVE., SEATTLE 1, WASH. MUTUAL 4848

5-Month Tuna Supply Runs 25% Above 1953

Both San Diego and San Pedro canneries received and packed more tuna, all species, in May of 1954 than in May of 1953. What's more, the production for the first five months of 1954 exceeds by 13,442 tons or 25.12% that of the same period in 1953.

The breakdown for May:

San Diego: Albacore (imports), 280 tons; Skipjack, 3,630; Yellowfin, 3,163; yellowtail, 99. Total: 7,172 tons.

San Pedro: Albacore (imports), 1,597 tons; Bluefin, 295; Bonito, 38; Skipjack, 3,799; Yellowfin, 4998; yellowtail, 24.

Total production, San Diego and San Pedro: 17,923 tons. San Pedro produced the larger share, 10,751 tons.

Some of tuna canned represented withdrawals from freezers. Of the Albacore canned, 120 tons came from the *North Star's* delivery from Samoa.

Total production of tuna, including yellowtail and bonito, for the first five months of Southern California activity: 66,960 tons, as compared to 53,518 for 1953.

In addition to the processing of Bluefin for canning, a fair amount was being delivered to San Pedro fresh fish markets.

Case statistics of tuna for May: San Pedro, 551,609 cases; San Diego, 294,198 cases.

Flush Sockeye Fishing Found on Copper River

Bright beginning marked the opening of 1954 Alaska salmon operations, inaugurating a season over which even the most optimistic can develop little confidence for a reversal of the low-abundance trend of recent years.

Copper River, comparatively unimportant to the over-all volume of Alaska salmon production, but the first district to fish in the spring, produced exceptionally well; and was still yielding at presstime, although at a reduced pace.

Cook Inlet was open also, but the fishing there develops slowly; and as this was written catch reports were too sketchy to draw any conclusions whatever.

There were still fish price problems to be solved in some areas, and trouble with prices remained possible, although in general the fishermen seemed to understand the long risks which the operators were shouldering to operate at all, and to accept the necessities of the situation.

Copper River Sockeyes Are Big and Plentiful

Copper River fishing started a week or so after the May 1 opening of the season, when the ice finally worked out of the flats. As a matter of fact, fishing began earlier than usual, as there was not price argument to delay matters.

Fishing at the first was light to poor, with gradual pick-up. The last week in May ended with a nice burst of fishing, with all boats doing nicely.

At presstime the estimate for the full season, made by those in best position to forecast, was that the yield would be from 85,000 to 90,000 cases —largely Sockeyes.

The Copper River run was marked by a short yield of Kings. Figures from one representative source showed that Kings accounted for only 3.7% of the pack. It is possible that the percentage of Kings in the run was somewhat better than this, as it is understood there was one buyer picking up Kings for freezing. Any that he got naturally would not be indicated in the canned pack.

The Copper River Socks were rated exceptionally good. Early samples flown out are said to have graded well above average. Not only that, but the size was unusual. At the first of the run it required less than 10 fish to pack a full case. Later the average size declined slightly, but at presstime it was still reported above normal, with 10.4 fish per case. Price per fish was $1.25.

The great majority of the Copper River fish went into halves, although at the peak of the run fish were coming so fast that a moderate quantity went into talls.

Production on the Copper River was reminiscent of 1952, which was the best year the river ever had. In that year the total pack was nearly 150,000 cases, of which more than 100,000 were Sockeye.

Significantly, the cycle year of the present run, 1950, was also good. The Sockeye pack then was 70,600 cases, with an all-area pack of 94,000.

212-Ship Japanese Fleet Hits Good Early Fishing

Early operations of the Japanese high seas salmon expeditions to the area west of the 175th meridian showed a better catch-per-net than in 1953, which was taken to forecast a generally satisfactory season, according to advice direct from Japan to *Pacific Fisherman*, written after fishing operations had been in progress for three weeks.

The report did not particularize as to location of the early Japanese operations, but in previous years first fishing has been close to the 175th meridian and directly south of Kiska. It has been in this location in the past

that the Japanese have been most successful in taking Red salmon.

It is obvious that this year the Japanese North Pacific fishing operations are directed primarily at canning. Four of the seven vessels — and the four largest — are equipped with canning facilities. As a matter of fact, one is exclusively a cannery, with no refrigeration.

Advices from Japan to *Pacific Fisherman* give the make-up of the Japanese mothership fleet as follows:

Meisei Maru, Nichiro Gyogyo K.K., 5,603 gross tons, canning and refrigeration.

Kyoho Maru, Nichiro Gyogyo K.K., 6891 gross tons, canning only.

Eijin Maru, Taiyo Gyogyo K.K., 7416 gross tons, canning and refrigeration.

Miyajima Maru, Nippon Suisan K. K., 8964 gross tons, canning and refrigeration.

Kyodo Maru, No. 3, joint enterprise of Hakodate Kokai Gyogyo K.K. and Kyokuyo Hogei K.K., 2312 gross tons, refrigeration only.

Gin-yo Maru, Hokkaido Gyogyo K. K., 3900 gross tons, refrigeration only.

Saipan Maru, Taiyo Reito K.K., 3700 gross tons, refrigeration only.

The Japanese high seas salmon fleet of 1954 consists all-told of 212 vessels, including the 7 motherships listed above, 160 powered and self-navigating fishing vessels, 34 "investigation ships" and 11 governmental "patrol-investigation ships."

200,000 Cases Canned Salmon Are Expected

Target for the 1954 operation is 15,000,000 salmon of all species, as compared with an actual catch of 7,700,000 salmon last year.

Our correspondent writes:

"The total estimated pack of canned salmon by the four canneries afloat attains to about 200,000 full cases.

"The feature for this season is that the industry has entered full-scale stage instead of the experimental — so announced — stage of the past two seasons, with the increase of one group by Nichiro and three groups representing the interests of Hokkaido and North Honshu fishermen and capitalists. Another feature is that their fishing area has been extended westward, the deadline being moved from 40 to 30 miles off the east coastline of Kamchatka."

What Will Cycle Year Of Adams Run Yield?

This is the Cycle of the Big Year on the Fraser.

Four years ago the Industry entered July in a flutter of excitement. There was talk of "a million cases."

You don't hear that sort of thing this summer, for 1950 turned out to be a "failure." Actually it was not a failure, for it produced 197,000 full cases for the Americans and Canadians together.

In truth, 1950 was a "Year of Disappointment" rather than a "Year of Failure." The disappointment was so sharp that to this day it has dulled the Industry's perception of the possibilities inherent in the Cycle Year. There may be some who still have faith in the Big Year, but they aren't saying much about it.

The Sockeye Commission is being ultra-conservative also.

Snugged away in its Report for 1953, which appeared a few weeks ago, is a single paragraph which points-up its discussion of the runs expected for 1954. This paragraph says, in a masterful example of restrained phraseology:

"The Adams River run, which has been the principal producer of this cycle since 1926, should have a definite increase in population size as compared with the size of the 1950 population. Spawning conditions in the brood year were excellent, the fry hatch good, the seaward migrants showed signs of heavy food competition, and the run of Jacks in 1953 is believed to be the largest on record. Some factors which indicate a possible limitation on population size are: an increase in the ratio of jacks to adults over the past eight years, and a decline in the general productivity of the Adams River run over the past four years."

The report does not specify, but the prospects are that the Adams River run will appear in the American fishery sometime between Aug. 15 and 20, and that it will reach its peak about one week after its appearance in force. Thus it may be expected to peak between Aug. 20 and 27. Characteristically, it is a run of high volume and comparatively short duration.

Gear Shifts Revealed

There are a lot of things of interest in the new report of the Sockeye Commission for those who will seek them out. For example, they show unmistakably the growth of the American gillnet fishery—a rise so sharp that it has given rise in turn to an initiative movement which would limit gillnet operations.

Thus in the cycle years of 1941-5-9-53 the number of gillnets on Puget Sound were: 92, 46, 248 and 322; and their percentages of the total American catch of Sockeye were: 2.78%, 4.56%, 11.64%, 21.05%.

Purse seines also increased in number in these four cycle years: 140, 91, 277, 247; but their percentage of the catch went down and down: 86.65%, 85.78%, 80.48%, 66.70%.

Obviously, a substantial part of the seines' percentage drop in 1953 was due to the price dispute which kept the seiners from fishing prior to July 5, while the gillnetters reaped a harvest of the early run to Stuart Lake.

Cook Inlet Situation Less Lurid Than Painted

Cook Inlet fishing was fair in the early part of the season, when Kings dominate in the catch. Initial operations were delayed somewhat by a dispute in which the local fishermen for a few days declined to work in protest against the appearance of a considerable number of Columbia River fishermen on the Inlet. These "outside" fishermen are said to have manned about 35 boats, and to be fishing at lower prices than were paid the year before.

Certain it is that the situation on the Inlet was not at all as heated as indicated by lurid newspaper stories based on statements of an ex-agent for one of the unions after he had resigned.

Best run in a number of years is reported for Quinault Bluebacks (Sockeye), which was estimated by some to have yielded as much as 20,000 cases of 48 *halves*. The Indian fishermen received $1.60 each for these fish on the average. Opening price in Quinaults was $18 per case of halves, handpacked.

Columbia River Spring Salmon Catch Is Scant

Short yield, approximating that of 1953 in volume, was taken from the Columbia River during the spring fishing season, which ended with May.

Packers were agreed on this point, although no tabulation of actual number of cases had been made at presstime.

Fishing was quite good at the start of the season, but it fell-off rapidly, and for a time many gillnetters racked their nets, as the damage suffered from the quantities of drift in the river exceeded the value of the catch.

Toward the end of the spring season Chinook salmon in first-class condition was bringing above 30c per lb.

Nichiro Chief Flirts Behind Iron Curtain

Free trade between Japan and Soviet Russia and Communist China, with an *"international fisheries conference to discuss measures of control of pelagic fisheries"* was advocated at a "World Peace Council" in East Germany May 27 by Tsunejiro Hiratsuka, chairman of the Japan Fisheries Association, who recently resumed the position of Chairman of the Board of Nichiro Fisheries Co.

Mr. Hiratsuka was reported to have been accompanied to Europe by Frank S. Booth, advisor to the Nichiro company. Mr. Booth will be remembered by many in the Pacific fisheries as an American businessman who has lived and operated in the Orient for many years. He was with Sale & Co. in Japan for a long period prior to the war, and at one time was a frequent business visitor in this country and Great Britain.

According to a Berlin dispatch printed in Tokyo, Mr. Hiratsuka presented a four-item draft resolution to the meeting in East Germany. The points were:

"1. Opening of world-wide conference for settlement of problems of trade;

"2. Opening of an international fisheries conference to discuss measures of control of pelagic fisheries;

"3. Termination of H-bomb tests;

"4. Promotion of East-West trade."

After Mr. Hiratsuka had left Japan there was broadcast a radio talk which had been recorded before his departure. In it he said:

"I want to enhance the level of total catch of Japanese fishing industry from the present 4 million tons up to 6 million tons, in view of the nation's requirement for protein, as well as the money to buy food from abroad. My word was heard by Mr. Herrington when I was engaged in the North Pacific Fisheries treaty two years ago. Likewise, the representatives of Red Russia and China may listen to my words. Then, since the international conference have taken the problems of the Japanese fisheries openly, the Japanese government will have to give me the visa to go inside the Iron Curtain, although I may proceed into Russia by means of the foreign countries' courtesy to be accorded in Europe without my homeland's original approval.

"I shall not necessarily claim the 3-mile theory of open seas; only I would convey our nation's life desire."

Our translator says that Mr. Hiratsuka had applied for visa to Russia early this year, but that it had not been granted at time of his departure. The translator notes also: "It is said that the Japanese government sources have warned Hiratsuka that if he should go into the Iron Curtain he might lose the chance to go to America thereafter; and that he said it should be inevitable."

Japanese Frozen Albacore Market Dips Sharply

Distinct price decline was registered by Japanese quotations on frozen Albacore for June shipment under those which prevailed for May dispatch, according to S. Kuwahara, representing Nozaki & Co., Ltd., who was in the Pacific Northwest early in June seeking business.

With the market in flux at the time of his visit, it was not possible to quote a firm price in a monthly journal such as *Pacific Fisherman,* but at time of writing the price was in the neighborhood of $360 fob. Japan. To this must be added $45 per ton freight to get a landed price in this country.

Orders for May shipment were placed at $440 to $450, plus freight.

Mr. Kuwahara anticipated that the Japanese supply of frozen Albacore would be ample for the requirements of American canners this season, although the summer producing season was only just getting under way at the time of his visit. The fish taken in the course of the winter long-line fishery for Albacore had all been disposed of before the end of May.

He reported British Columbia as importing a gradually growing quantity of Albacore to be canned for the Canadian domestic market.

Good News for Fisheries

For many years under the New Deal and Fair Deal—which were great on "national theory" and extremely weak on the regional practicality which insures the U. S. economy as a whole—the Alaska fisheries have been on a downward trend.

That has affected not only Alaska but the whole Pacific Northwest.

So it's good news indeed that Director John L. Farley, via Secretary of Interior McKay, has appointed Clarence L. Olsen as Administrator of Alaska commercial fisheries.

And it's more good news that, under this regime, Fish and Wildlife services of the Interior Department will be separated—but there will be concentration on each—and that all decisions and responsibilities for both will be taken by Mr. Olsen.

The Post-Intelligencer knows Mr. Olsen. He's a veteran of the service, with plenty of experience in the rugged Pribilofs and elsewhere. Some of his familiars call him "Old Iron Jaw." Any questions?

And assisting him will be George B. Kelez, formerly chief of Alaska fisheries research, who returns after active duty with the Navy.

The new set-up also includes such experienced men as Arnie J. Suomela, and Seton Thompson.

In other words—let's put it straight—the Alaska fisheries are no longer under a political lash-up. The Eisenhower administration has again set it up on the basis of experience in and devotion to a great conservation program.

If these men are allowed to stay on deck, you can bet safely on an upward trend in Alaska fishers. They have the qualifications and the character necessary to that. And nothing else will do.

—*An editorial in Seattle Post-Intelligencer, June* 5, 1954.

"Every time I open my mouth these days, someone always butts in to talk about something called Re-Powered with O-P."

There is a lot of talk these days—ashore and at sea—about the boats that have been re-powered with the newest in marine diesel power—the new Fairbanks-Morse Opposed-Piston engine in the 225 to 750 horsepower class.

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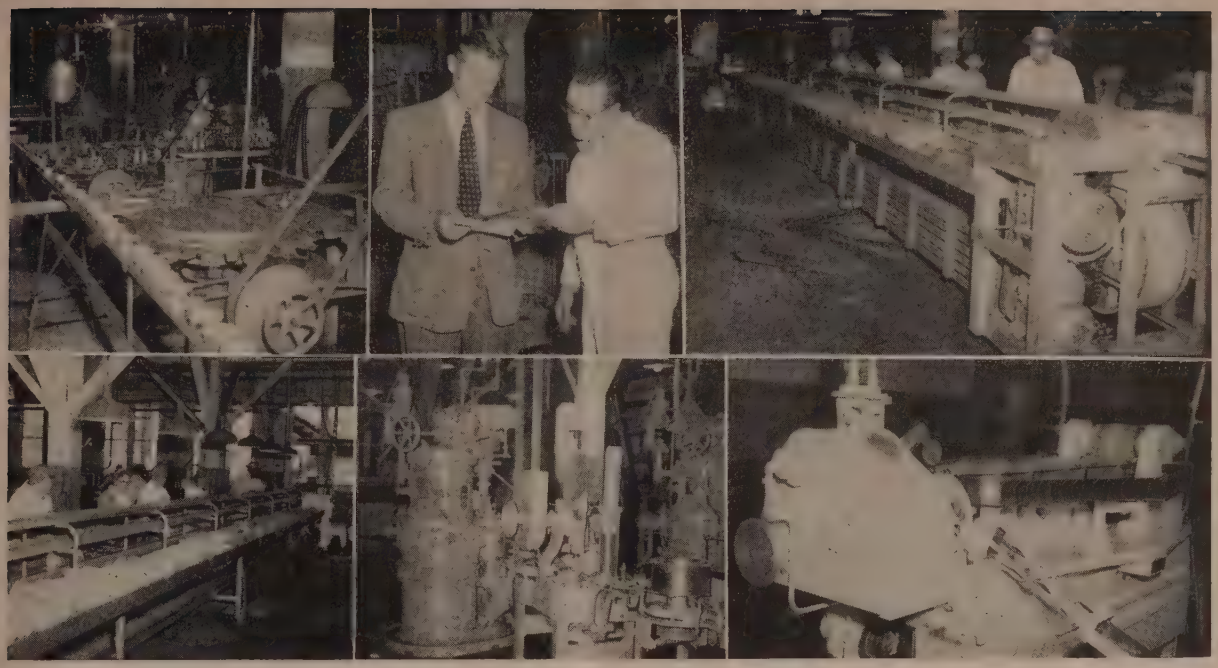

In the tuna-packing division of British Columbia Packers' great Imperial Cannery on the Fraser River. In the upper center, E. S. Turnill, superintendent, and Andy Kirk, foreman, consult about details of the tuna carry. Upper left, weighing filled cans prior to oiling and closing. Upper right, the British-built drive mechanism which operates the Goodyear conveyor belts on the preparation table. Lower row—from the left—The all-aluminum tuna preparation table; American Can Co. vacuum closing machines; the Carruthers Pak-Shaper, the first to operate outside of United States territory.

Tuna Canning *a la Imperial*

Packing Albacore tuna is practically an eight-month seasonal operation at British Columbia Packers' big Imperial cannery, Steveston, where an entirely new line was activated recently just to handle tuna.

This development is one more indication of the progressive policy that has made Imperial one of the world's most fully integrated fish packing plants, as well as the biggest in the British Commonwealth.

Another is the entry of Imperial into fish stick packing, expected to get under way on a fairly substantial scale early in the summer.

First Pak-Shaper Outside U. S.

The tuna canning department has a capacity to handle 40,000 pounds of fish per shift. It is quite conceivable that later in the season some oysters and herring snacks will be packed with the same equipment at times when Albacore is either not available or not required; but primarily this new setup is for tuna, and the whole idea behind its installation was to provide a more efficient flow-line operation for handling a product that is becoming increasingly popular in Canada.

The operation is largely centered around a 56′ long all-aluminum trimming table fabricated by Wismer & Rawlings, Vancouver electrical engineers. Aluminum Co. of Canada takes pride in what is regarded as one of the finest pieces of aluminum cannery equipment in Canada. A key piece of equipment in this operation is the Pak-shaper built by E. H. Carruthers & Co. of Warrenton, Ore., the first to be installed outside the United States.

The long aluminum-covered table is served by Goodyear rubber belting throughout its length.

All the tuna is imported from Japan. The cold storage section at the Imperial plant has a storage capacity of 3,000,000 lbs. of fish and 650 tons of ice. The cold storage unit consists of three double-ended sharp freezers having a capacity of 120,000 lbs. per day and an ice-making machine which can produce 40 tons of ice daily.

Tuna to be processed is taken from this cold storage section and thawed out in tanks, after which it is dressed and pre-cooked in conventional retorts for two to six hours. This accomplished, the fish goes to the chill room for 24 hours, and then, by buggy, to the aluminum-covered trim table.

A crew of up to 24 girls trim the tuna manually and clean it, removing skin and bones which are dropped into buggies and subsequently converted into meal at another of Imperial's busy departments. The reduction plant has capacity of 720 tons (mostly herring) in 24 hours. Trimmed loin of tuna passes along the top rubber belt conveyer over the trimming table towards the Pak-shaper; the return belt below carrying the flakes which are accumulated in pans and then returned to the trimming table. The Pak-shaper ordinarily handles the product in 7 ounce cans, and these are passed along by another conver to a series of American Can Co. units of equipment—weighing machine, oiling machine, salter line and vacuum closing machine.

Rounds-Out Plant Operation

Directly in charge of the operation is Andy Kirk, cannery foreman, with E. S. Turnill, superintendent, supervising the over-all establishment. Manager of the Imperial plant, and also in charge of B. C. Packers' entire Fraser River activities, is Ken F. Fraser, a director of the company.

British Columbians who attended the Fisheries Council of Canada meeting in Ottawa: Seated, left to right—John Macdonald, Fisheries Association of B.C.; Francis Millerd, retiring president of the Council; Hon. James Sinclair, Canadian Minister of Fisheries; F. Lewis Jones, Nelson Bros. Fisheries. Standing—T. H. Sorensen, Fishermen's Co-operative Federation; L. E. Moir, Western Fishing Co.; H. Borden Smith, Canadian Fishing Co.; J. N. Hyland, British Columbia Packers.

How Shall We Work?

First Tripartite Problem

"No conclusion was reached as to plan—"

These words written by a Japanese observer in a special report to *Pacific Fisherman* sum-up quite adequately the May meeting in Tokyo of the Research and Biology Committee of the International North Pacific Fisheries Commission.

Private reports from Japanese sources in Tokyo—there had been no official statement on this side of the Pacific to presstime of this issue—indicated that the meeting had served to delineate broadly the research concepts of the Japanese and American committees at least; and thus to lay the groundwork for further thinking by the several scientists during the summer period.

It is anticipated that this committee, meeting in advance of the autumn session of the full commission in Vancouver, will lay some sort of proposal —and perhaps more than one—before the commission for its consideration.

The Tokyo meeting was attended by:

Canada — Dr. A. H. Needler and Dr. R. E. Foerster, Fisheries Research Board.

United States — Edward W. Allen, commissioner; Dr. W. F. Thompson, Fisheries Research Institute; Dr. L. A. Walford and Clinton W. Atkinson, U. S. Fish and Wildlife Service.

Japan — Kyuhei Suzuki, commissioner; Dr. Motosaku Fujinaga, Fisheries Agency; Motonaga Oto, Fisheries Agency; Mr. Kubo, Hokkaido University; Mr. Hiraro, Hokkaido Marine Experiment Station; Mr. Takahara, Marine Experiment Station; Mr. Taguchi, Nichiro Gyogyo Kisen Kaisha; Mr. Kawakami, Foreign Ministry.

Deliberations of the Research and Biology Committee appear to have been handicapped to some extent by the fact that the Canadian delegation did not include an actual member of the international commission.

U. S.-Japan Views Vary

The early portion of the meeting was devoted to an exchange between the delegations of synopses of pertinent research work which had been done by various research agencies in the three countries.

Our correspondent develops the story of the meeting thus:

"Until about this time the party had proceeded on rather placidly, but when it came to discuss how to specify the method of the investigation some hot debates were exchanged between U. S. and Japanese members, the Canadians remaining neutral or intermediatory."

The American Position

The American position at Tokyo was outlined officially by Edward W. Allen, acting as chairman, at the initial meeting in these words:

"Biological fishery research, especially with reference to ocean fisheries, has many and serious complications. It is only natural that we should all wish to succeed in solving all our problems quickly. It simply cannot be done. Nature will not let us do it that way. She hides her secrets. It will require patience, hard and continuous and skillful work, extending over years which may be discouraging, before many of our questions will be answered. If we are persistent, I feel sure we shall succeed; but let us not be hasty."

Conclusive Action Not Advised

Mr. Allen also mentioned the fact that, lacking congressional passage of an enabling act, the American commissioners had not been able to select an advisory committee, as authorized by the treaty. "We feel great hesitation in reaching important decisions without consulting with this committee, which we hope to see composed of the ablest fishery leaders of our Pacific Coast," he said.

Mr. Allen said that before leaving America he had consulted with Stewart Bates of Canada, chairman of the international commission, and that as result of this discussion Mr. Allen had come to the conclusion "that at this meeting we should not attempt to reach any conclusions or adopt any recommendations. As Mr. Bates expressed it, we should talk over the situation to try to clarify in our own minds (1) what we *do* know; (2) what we do *not* know; (3) what we think we *ought* to know."

Floater to Brine-Freeze Crabs on the Grounds

First venture in brine-freezing Dungeness crabs on the fishing grounds is being initiated this spring by the 103′ refrigerated vessel *Halawai*, owned by Robert Henning, former Juneau newspaperman, and skippered by Larry Fitzpatrick, owner of the 50′ fishing vessel *Ruby*. He has turned command of the *Ruby* over to Norman DeRoux. The boats went into operation at Yakutat.

Crabs delivered to the *Halawai* by the *Ruby* and other fishing vessels will pass through a cooker, followed by washing and cooling; and then will be frozen individually in salt brine at low temperature.

The Saltonstall Bill—How Far Will it Go?

Modified with a three-year time limit from July 1, 1954, and a $3 million annual top, the Saltonstall Bill to provide from import duties on fish products a fund for fisheries research rolled into the House in grand style.

It got a fine hand from Congressman Thor Tollefson's Committee on Merchant Marine and Fisheries, and at presstime appeared to have an excellent chance for passage by the House.

Impending adjournment of Congress, perhaps in July, was the principal threat to this proposal which could mean a great deal to the fisheries in providing funds for biological and market research.

Congressman Walter Norblad of Oregon, chairman of the fisheries subcommitee, got the Senate Bill through that body without a hitch, and the full Tollefson Committee carried it along unamended.

This handling was important because if the House will pass the measure without amendment it will go to the President direct. Any change from the Senate version would require a congressional conference, which might result in delays which would be fatal to passage at this session.

Agricultural Bloc doesn't like the bill at all, and may make a fight on it by seeking amendment in the House. However, Agriculture did not make a full-scale fight on it in the Senate and may be disposed to let it be enacted as modified in the Senate.

High-Seas Rights Bill Well-Backed in Congress

The fishing industry's drive for statutory statement of the United States' policy with respect to territorial waters and the rights of American fishermen on the high seas rolled into Congress early this summer in the form of 35 identical House Bills.

These were offered by Congressmen from 11 different states, and all provided for protection of American fishermen in the legal exercise of their rights on the high seas under American law.

Details of this proposal, as supported from the four corners of the country, and approved by the National Fisheries Institute, were published in the June issue of this journal.

Perhaps the best and clearest statement of this measure was presented by Congressman Thor C. Tollefson of Washington, chairman of the House Committee on Merchant Marine and Fisheries, who said as the bills were presented to Congress:

"Approximately two-thirds of the U. S. fish production is harvested . . . in areas traditionally considered to be the high seas, and now being claimed or threatened with claims from foreign nations . . . This legislation will assure the continuation of these fisheries without the damage to our foreign policy that could be occasioned by a type of vigorous action which might otherwise be felt necessary to stop this encroachment upon the doctrine of the freedom of the seas . . .

"The purpose of this legislation is to have the United States government tell its high seas fishermen where they can fish on the high seas . . . It further tells them that they will be protected from loss arising from conflict of opinion over international law among sovereign nations while they are exercising these rights of the United States on the high seas . . . The United States cannot maintain the freedom of the seas principle unless it continuously asserts itself by making full use of the high seas in the face of contrary claims . . . A U. S. fisherman has his capital at continuous risk while preserving, through use, United States high seas rights. For this reason the United States should stand ready to indemnify its fishermen thus engaged, and reserve its claims for financial reimbursement from the offending nation to a time when it is to the over-all best interest of the United States to collect the claim."

Whether the bill can be passed at this session of Congress is open to question, primarily because of the exceedingly short time before adjournment.

The weight of the congressmen sponsoring it—congressmen from both parties—commands attention for it and for the need which prompts it, even though it may not come to passage at this session.

Bering Sea King Crab Found in New Areas

It took searching and know-where, as well as know-how, to turn-up a satisfactory take of King Crab in Bering Sea this spring, but Wakefield's Deep Sea Trawlers fleet turned the trick and came home with normal volume, according to Lowell Wakefield, president.

The vessels found only scant fishing in the grounds normally most productive at this season, but located the crabs on other banks. Whether the older grounds have been depleted, or whether the crabs had moved to other areas, is not known.

The Wakefield vessels — *Deep Sea, Foremost* and *Shelikof* — were billed to sail again for the Bering fisheries on July 7.

Relations with the Japanese operators on the crab grounds were generally satisfactory and more amicable than in the past, according to Mr. Wakefield. This is a point in which his version differs somewhat from the reports of Capt. J. E. Shields and Capt. Ed Shields, whose trawler *Nordic Maid* was the fourth American vessel in the King crab fishery.

Early in the spring the Japanese and American operators agreed informally to a code of non-interference with each other's gear—a code which Mr. Wakefield said worked-out very well and was satisfactorily observed by both sides. There were a few occasions of controversy, he said, but they were due to mistakes resulting from weather and misjudgment, and were of minor consequence.

John Farley Spells-Out "Ground Rules" Time Limit

Ever since John Farley, Fish and Wildlife Service director, laid-down his famous "ground rules" last fall and called for a 50% reduction in fishing intensity in Southeast Alaska, there have been skeptics who have voiced the fear that the restrictions might be applied permanently.

Mr. Farley gave verbal assurance that his "ground rules" as announced were for one Pink salmon cycle only.

In an amendment to the 1954 Alaska Fishery Regulations in June he spelled-out this commitment in a written notice that the extensions of closed areas and the creations of others in accord with the "ground rules" are effective only through Dec. 31, 1955.

The amendments clear-up a few other points also. They correct to Aug. 12 the closure date on southern Cook Inlet. As originally published, the regulations carried this date as Aug. 8.

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Rudolph Kovacs

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PACIFIC Fisherman's NEWS

JULY 1954

Normal Fishing and Prices Mark Shortest-Ever Season For Halibut in Local Area

Shortest-ever halibut fishing season in Area 2 closed June 5 after only 21 days of fishing—three days less than the previous record, set in 1953.

Fisherman opinion as to 1954 fishing varied from "poor" to "normal," depending upon how earnestly the speaker examined the evidence.

One thing was sure: the extraordinary fishing which marked the regular Area 2 season in 1953 did not carry over into this year. On the other hand, rate-of-catch in the local waters this spring appeared to run very close to that which has characterized the yield of seasons prior to 1953. In other words, fishing was "normal," and did not follow the bonanza course which it took the year before.

Perhaps conscious of the fact that the fast pace of 1953 fishing carried the catch well beyond quota limits in the 24 days of that season, the bio-prophets of the Halibut Commission had their pencils sharpened to needle points when they figured this June's closure.

Prices are never high enough of course, but there were surprisingly few beefs around the exchanges in May and early June—particularly after the first few days.

Peculiarly, prices were lower at first, with only a few trips offered, than they were later on when the supply was better and the dealers could judge the initial reaction of their market.

Chickens proved something of a depressant on prices, and a lot of large

First with Bluefin—Tony Bozanich, left, owner and skipper of the *Little Flower,* and John Marinkovich, engineer, who landed 1954's first Bluefin tuna in Southern California.

in a load lifted the bidding. How come? Well, whales cut-up into steaks and consumer-size pieces to a lot better advantage and with a lot less loss than do the smaller sizes.

No two ways about it, a lot of halibut today reaches the ultimate buyer in the form of ready-to-portions which were prepared in that manner by the packer—usually in the primary market, although of course not a little halibut is steaked by the distributors who prefer to buy cars of whole frozen halibut, breaking it down in their own plants on order and to the specifications of the individual buyer.

Bluefin Gets Big Hand As Run Shows Up

Never were Bluefin so enthusiastically greeted in Southern California as they were in May, when the *Little Flower* delivered 23 tons. Fishermen seem pretty well agreed that this may be *the* year for Bluefin, giving the crews which formerly relied on sardines and mackerel a chance to fill somewhat empty pockets.

In late May Bluefin were found around Anacapa Island. During the last week in May some 175 tons of local Bluefin were delivered by the mackerel purse seine fleet.

Half-ring boats from San Diego were finding Bluefin off La Jolla. Most of this was going to the fresh fish market, at 25c per pound.

Cooperative marketing agreement by the Fishermen's Cooperative Association has previously specified the price of Bluefin at $10 below that of Yellowfin, for canning purposes.

As of first of June about 30 boats were on the grounds. Average fare was 15 to 20 tons; average weight, about 20 pounds each. Top boat is thought, thus far, to be *Progress.*

Top year for Bluefin was 1947, when 8,000 tons were delivered.

Buys Charter Boat

Frank Windle of Newport Beach, who operated the mackerel and Albacore boat, **Georgie,** has bought the fast charter boat **Bottom Bandit** out of Newport Beach.

Troller's Body Found

Body of Harold Roy Tompkins, 46, a salmon troller, missing since the trolling boat **Flora** was found swamped at the mouth of the Columbia River in March, was recovered in the river early in May.

A brother Willard Tompkins, disappeared at the same time, and is believed to have been aboard the vessel.

B. C. Fishermen Put New Diesels in Boats

Several Murphy diesel engines have recently been installed in British Columbia fishing vessels, Bill Merritt, Northern Equipment Co., distributors in the Vancouver area, reports.

A 150 h-p. unit has been put into Joe and Kruno Boscowitz's **Neptune,** and a similar engine will power the **New Liverpool,** owned by Sylvester Carr and Joe Volkovich. A bigger engine, 190 h-p., has been set up in Ernie Jensen's **B.C. Clipper.**

A new gillnetter being built on the Fraser River for R. McIlheeny, will have a 120 h-p. Murphy.

In addition, more than a dozen stationary Murphy diesel engines have been sold recently in Vancouver.

. . . "her 8th season using only Union Oil marine products"

Ellis Hill, skipper and owner of the troller, Wyoming, of Astoria, Oregon

"My boat is going into her 8th season using only Union Oil marine products.

"Since 1947 the Wyoming's 671 'Jimmy' has performed perfectly on Union G.M. Diesol and T5X . . . in fact, I've never had the head off it.

"I use UNOBA grease in shaft bearings, winches and gurdies with equally good results. Believe me, I'm sold on Union Oil marine products."

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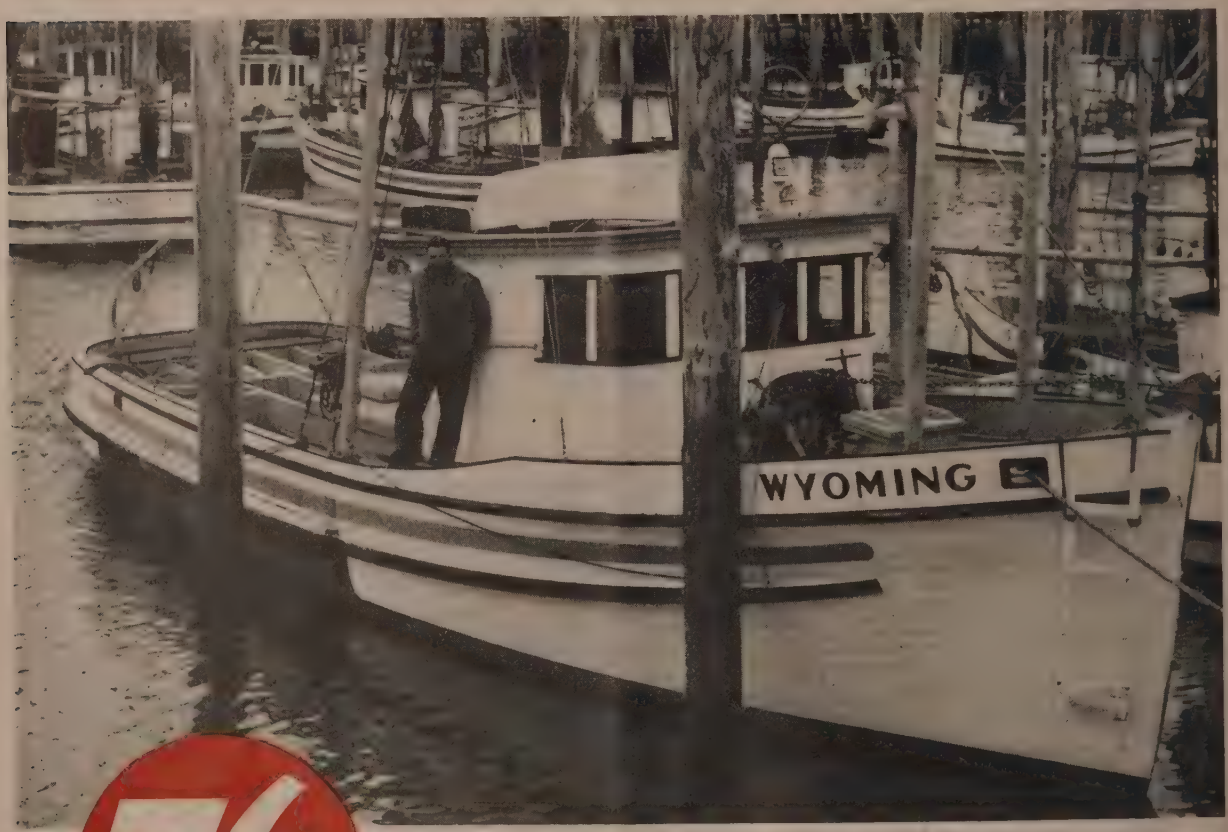

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Freezership "Sea Lark" Is Sold for Peru Trade

National Marine Terminals, San Diego, in mid-May announced the purchase of the 165-foot *Sea Lark* from the Nick Bez interests of Seattle and the clipper, *Star of the Sea*, formerly owned by M. O. Medina.

Sea Lark has had a varied history since her conversion to a fishing boat in 1949. She was at one time owned by Nick Dragich, who took her south for shark fishing. At the time of her sale in May, she was owned by Nick Bez. In 1951 the *Sea Lark*, under Frank M. Medina, brought to port what was considered then the largest fare of tuna ever delivered there, some 583 tons. In that year she engaged in the Bristol Bay salmon freezership trade under ownership of Global Fisheries, continuing the following year.

Plans for the *Sea Lark* are that she be converted to a combination fishing boat and cargo carrier, bringing tuna to San Diego from the Westgate-California's freezer at Paito, Peru.

Star of the Sea was damaged early this year in an accident with the Navy tug *Kalmia* in San Diego bay. She was repaired at the yard of National Steel & Shipbuilding to resume tuna fishing again.

Another former ATR changed hands in May when Arne Strom bid-in the *Scarlet Queen*. The clipper is being overhauled at Harbor Boat & Yacht Co.

Coastwide Sales Association Seeking $450 Albacore Price

A new coast-wide fishermen's group was announced in June. The Federated Fishermen's Association, Inc., will consist of the Fishermen's Cooperative Association, Seattle; California Commercial Fishermen's Association, Inc., Terminal Island, and the Salmon Trollers Marketing Association of Fort Bragg.

Mason Case, who manages the Terminal Island group of small boat owners, and a similar group in San Diego, will be manager of the new over-all association.

As of May 27 the 1954 contracts for marketing of Albacore were presented to the various canners. Mr. Case reports the asking price of Albacore would be $450.

The board of directors of the new association consists of two representatives from each of the groups.

The California Commercial Fishermen's Association reports that its membership has doubled during the past year—numbering 82 members at time of writing.

Fishermen forecasters think that, judging from currents, the Albacore will be found close to shore this year; a condition which prevailed in 1952, but did not in 1953.

Of interest to Albacore fishermen and canners is the fact that Japanese Albacore was reported being quoted for June shipment at prices ranging from $350 to $370 fob. Japan; to which must be added freight in the amount of $45 per ton.

Trawl Mesh Studied

N. B. Scofield, survey ship of California Fish and Game, was conducting surveys and experiments along the northern California coast the latter part of May, basing at Eureka. The tests are on size of mesh used in trawling operations, and are part of a long-range program involving similar experiments in Oregon and Washington.

Morgan Bank Seiners Find Good Fishing

Morgan Bank gave tuna purse seiners good Yellowfin tonnage in late May, with such boats as the *City of San Pedro, Sea Ranger, Betsy Ross, Sea Rose, Marauder* and *Zephyr* taking advantage of the schools.

About 17 boats were working their way up the coast from Corinto, since Central American high seas waters were not producing well: *Anthony M, Stranger, Seven Seas, California, City of Los Angeles, Western Sky* among them.

Star-Kist reported its bait boats were scattered throughout the fishing grounds and that for the clippers, fishing was not very good.

The Gulf of California did not produce well for the seiners the first of the season. Some of the boats working the Gulf headed for the high seas off Peru and found fishing good.

It appears that the *Marsha Ann* is top boat in the purse seiners thus far, with around 600 tons. Pete Laponovich, formerly on the *Alaska Reefer*, is skipper.

Star-Kist took delivery from the following boats in late May: *Western Fisher, Intrepid, Arlene S., Sea Scout, Southern Pacific* and *Myrtle L.* Van Camp at Terminal Island unloaded the *Discovery, Delores M, Puerto del Sol* (freezership), *Southland, Renown, West Coast* and *St. Christopher.*

Five Halibuters Escape Blast Aboard "Flamingo"

Flamingo, a seiner, owned and skippered by Daniel Wright of Angoon, with a crew of four, halibuting fishing in the vicinity of Khaz Bay exploded and burned May 23. The boat was anchored in the outer harbor at Khaz Bay and, as a crew member in the foc'sl lighted a match in the early morning hours, a terrific explosion occurred, tearing a hole in the deck and igniting the boat.

Peter Kitka, Richard Kathlean, Jr., and Arthur Nielsen crawled through the opening and were successful in launching the skiff from the deck of the *Flamingo*. Mack McKamura tried to go up the ladder through the pilot house and was burned about the face and hands. The captain, Daniel Wright, the last to leave the foc'sl, jumped into the water and was picked up by the other crew members.

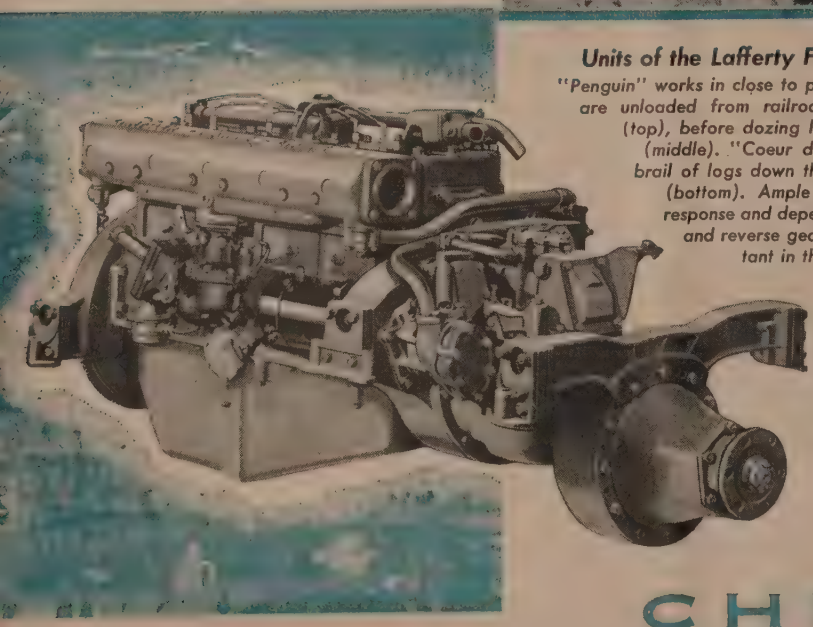
"Chrysler Marine Engines in our fleet average 4000 hours between servicings"

. . . says A. B. Lafferty, Coeur d'Alene, Idaho, tug fleet operator and boatbuilder

Last year the Lafferty Transportation Company of Coeur d'Alene, Idaho, towed some 200 million feet of logs and barged 1500 odd carloads of sawn lumber. That's a typical year for the fourteen-boat Lafferty Fleet which gathers and hauls logs for more than twenty lumber companies along Coeur d'Alene Lake.

The Lafferty Company builds its own boats, ranging in length from 26 to 40 feet, some steel, some wood. Chrysler Crown 115 horsepower Engines are used with 2½ to 1 reduction gears and Chrysler hydraulically-operated forward and reverse clutch.

A. B. Lafferty, whose company also builds boats for other operators, writes: "I am standardizing on Chrysler Engines for all my medium-sized boats because of fuel consumption, rugged service and freedom from breakdowns. Over the years," Lafferty goes on, "our Chrysler Crown Engines *average 4000 hours* between servicings, which consist mostly of valve regrindings. I'm sold on Chrysler."



Units of the Lafferty Fleet at work

"Penguin" works in close to point where logs are unloaded from railroad freight cars (top), before dozing logs into pocket (middle). "Coeur d'Alene" pulls a brail of logs down the St. Joe River, (bottom). Ample power, instant response and dependable forward and reverse gearing are important in this kind of work.

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SITKA SOUNDINGS

The day of the Fishermen's Festival and the traditional blessing of the fishing fleet was clear and beautiful at Sitka. Activities began at the church of each fisherman's choice. Then a "mug-up" was served at the ANB Hall on the water-front by the Sitka Chamber of Commerce, followed by a program at Totem Square. A 50 piece band, in colorful red and gold uniforms, opened the festivities and then Everett Calhoun, master of ceremonies, gave the opening address and Sitka's Mayor M. S. (Duke) Mitrovitch, welcomed the guests and the visiting fishermen. The Melody Makers of Sheldon Jackson Junior College sang a fisherman's hymn and then Waino Hendrickson, acting Governor of Alaska, made the address of the day. He referred to the conservation program of Henry O'Malley over 20 years ago and the good fishing that resulted therefrom during the late thirties; and it is his belief that with the present program of John L. Jarley, director of the Fish and Wildlife Service, Alaska will again see an abundance of salmon.

The Fishermen's Hymn written by the Rev. Fred Knebel for the fishing fleet and led by him was sung by the entire assembly.

Myrth B. Sarvela, secretary of the Northern Fishing Vessel Owner's Association, urged all fishermen to take more interest in civic and national politics and to vote before leaving for the fishing grounds. She spoke of the Saltonstall Bill in the United States Senate providing that 30% of the monies collected from tariffs of fishery products be transferred to the Interior Department for biological research of fishery resources and to promote sales of fishery products. She urged fishermen to write to the 29 Senators sponsoring the bill giving them their support and to get behind a plan to have monies collected from fishery tariffs used in our behalf.

Peter Neilsen, of the Alaska Native Brotherhood, told of the traditions of blessing the seal fleet in the early days of Christianity in Alaska. He stated that the sealers would not leave port until the crew and their craft had been blessed by the Bishop of the Greek Orthodox Church.

The services closed with the "blessing of the fleet" by the Rev. Fred Knebel of the Lutheran Church and the group singing of the "Intercession" written for the Festival by Rev. Knebel.

Blast Wrecks Boat

The 34-foot *Zora* of San Pedro was demolished in a recent explosion in Port Hueneme harbor.

John Vidovich, owner, was badly bruised and Silveste Stanovich was seriously injured. A sailor and a civilian rescued Stanovich from the water. The explosion occurred when Vidovich tried to start the boat's engine. The blast hurled the crewman from the bridge into the water.

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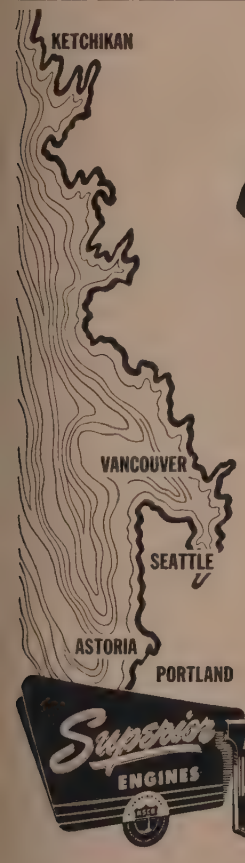

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A Good Hand — Four Aces From the Fishing Fleet

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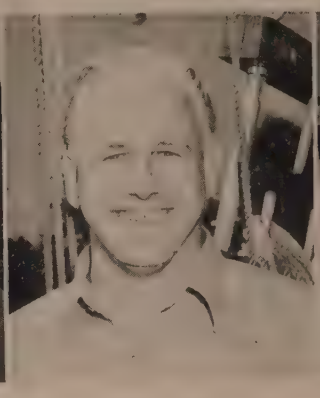
San Diego

WM. BUCHAN
Heather
Seattle



JOHN COURAGE
Heather
Seattle

JOHN TOSCO
White Star
San Diego

—Photos by Caterpillar Tractor Co.

What Help the Tuna Fleet Needs With Radio Problem

Needs of the tuna fishermen in the field of radio communication were spelled-out forcefully by Harold F. Cary, manager, American Tunaboat Association, at the spring assembly of the Radio Technical Commission for Marine Services, held at San Francisco.

In submitting a program to help the tuna fleet with its communications program, Mr. Cary made these points:

"We need establishment of a frequency in the upper bracket of the 2-3 megacycle band, with the power needed for long distance operation to be assigned for the exclusive use in the Pacific Ocean area of vessels rated between 75 and 1600 gross tons. This action would act chiefly to eliminate the interference of our vessels with all other vessels using the 2-3 megacycle band for ship to ship communication.

"The establishment of power limitation by area wherein vessels operating north of 25° latitude or within 500 miles of the continental United States (San Diego) should be limited to 150 watts input. Beyond this range vessels on intership communication on the 2-3 megacycle band would be permitted to use power in excess of this. This action would prevent interference within 500 miles of the continental U. S. and permit operations to the south where interference with other operating units is practically non-existent.

"The provision of ship to ship radio telephone frequencies in the 4, 8, and 16 meg. high frequency bands. This action would lend greater incentive to installation of high frequency equipment. It would relieve ship to shore communication and interference in ship to ship communication."

Cary said that over 75% of the large vessels in the tuna fleet have radars; nearly all vessels, large and small, use radio direction finders which operate in the 2-3 megacycle band.

Depth sounders have been standard equipment for many years, and automatic pilots are in wide use. There are several Loran installations in the fleet, and greater use of this aid would follow the installation of a Loran station on, for example, Guadalupe Island, and Cape San Lucas, and in the Galapagos Islands, and at Panama, the speaker said.

Cary said that several fish finding devices are being tried out in the fleet, with three or four vessels so equipped.

Finally he told of the work of the Port of San Diego Radio Committee—a group of boat owners and operators, which is starting to do effective work in interpreting FCC requirements working out problems within its competence, and working with FCC on others of greater scope.

Glass Base for Gurdies

Lindwall Boat Works, Santa Barbara, well-known builders of net-pullers, are now applying Fibreglas and resin to the wooden base which supports the gurdy on deck.

Radiophone Users Must Clean-up Vagrant Harmonics

Fishermen operating radiotelephones on the 2738-kilocycle intership channel are risking trouble with the Federal Communications Commission if they haven't complied with its orders requiring that users of this channel after June 15 must file with the FCC, Washington, D. C., a licensed technician's certificate that their instruments comply with the commission's technical requirements in regard to "harmonic radiation."

It seems that out-of-adjustment radiophones on Channel 2738 are apt to wander over into the aircraft channels, causing trouble and possibly accidents.

According to the Southern California Marine Radio Council, a competent technician can adjust a set so it can use 2738 without interfering; or the ship-to-ship frequency of 2638 can be used.

Just having your set checked and adjusted isn't enough. You also must file the certificate of compliance, with your name and license number.

The ruling applies all along the coast.

Sand Point Wins Status As Customs Entry Port

Sand Point, in the Shumagin Islands off the Alaska Peninsula, was designated as a customs port of entry this spring to permit Canadian halibut vessels to deliver catches taken in Area 3 to the Aleutian Cold Storage Co. freezing plant there.

It is planned to maintain an officer at the point at least through the halibut season.

Standard Engineer's Report

CASE HISTORY

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FIRM *Joe Balestrieri, San Francisco, Calif.*

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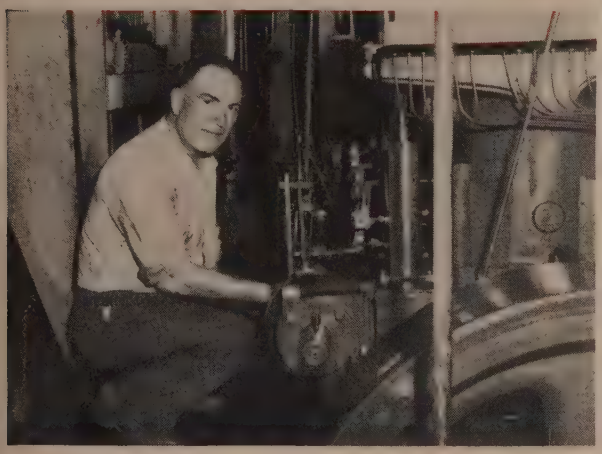

"WE'VE NEVER HAD TROUBLE with injectors or fuel system parts in the many years we've used Standard Diesel Fuel," says Joe Mezzina, Engineer of the M.V. Dorothy Ann. "This 110 h.p. Atlas works hard, too, bucking heavy seas and tides a week at a time without stopping. But because Standard Diesel Fuel is always delivered clean and burns clean, the injectors stay in perfect working condition. I haven't replaced a single injector in the five years the Atlas has been in our boat."

STILL WARM FROM 6 DAYS OF STEADY RUNNING when photographed, this injector shows very little deposit—none on tip. Special precautions aboard the M.V. Dorothy Ann keep Standard Diesel Fuel as clean as delivered. This does away with the main cause of excessive wear on fuel system parts.

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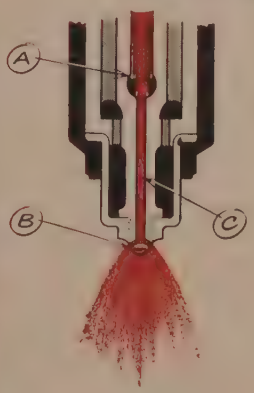

A. Complete distillation and cleanliness prevent wear of fuel system parts.

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STANDARD OIL COMPANY OF CALIFORNIA

How the Case of the 7 Fishing Boats Highlights Need for High Seas Law

Cases of the seven tunaboats against which Ecuador has levied fines is of real interest to all Pacific Coast fishermen and emphasizes the need for safeguards of their rights on the high seas.

American Tunaboat Association provides data for a summary of conditions in regard to these vessels.

The Ecuadorian government, according to reports from Quito, levied the fines against five of the seven boats on the charge of "fishing without permits in Ecuadorian waters."

The seven boats can be said to fall into three classes. The *Santa Rosa, Bernadette, Helen Ann* and the *Conte Bianco,* all members of the American Tunaboat Association, and the *Conte de Savoia,* owned by National Marine Terminals, Inc., San Diego, have been fined actually on the basis of failure to clear their licenses.

In the way of an explanation: all non-Ecuadorian boats wishing to fish the waters of the Galapagos Islands are required by the Ecuadorian government to (1) secure a fishing license from the government; (2) have the license validated by Ecuadorian officials in the port of San Cristobal Isle and (3) to return the license on arrival in home port (San Diego).

The five vessels named above each secured a license in the proper manner, before fishing Galapagos waters. Two of the boats have already returned to San Diego and have fulfilled the third requirement of returning their licenses to home port. These are the *Bernadette* and *Conte Bianco.*

The other vessels, as this issue goes to press, are still fishing for tuna.

Information coming to *Pacific Fisherman* points to this: any further efforts on the part of the Ecuadorian government to enforce the fine on the above-mentioned five boats may hang on a technicality: whether or not validation of the licenses secured by the five boats was *required* to come from the proper Ecuadorian official in the port of San Cristobal, an island in the Galapagos chain; or whether the validations can be properly processed by one of the patrol boats maintained by Ecuador. The American Tunaboat Association is of course appealing the case of its member boats.

The boat *Sunbeam* represents the second category in the "case of Ecuador vs. California tunaboats." This boat is owned by Jack Crivello of San Diego and operates from Paita, Peru. This boat has been accused by the Ecuadorian government of being illegally within the waters of Ecuador. This accusation took place the first of the year, and since the boat does not work from a California port, little or no information is available on the status of this boat with the Ecuadorian Ministry of Economy.

The third situation involves the *Sun Pacific,* which was seized by the Ecuadorian government in July of 1952. In order to secure the release of this boat, it was necessary to deposit a sum of money in bond with the Ecuadorian government. Twenty-two months later the Ministry declared the boat guilty on the basis that no non-Ecuadorian fishing boat has the right of "innocent passage" in waters claimed by Ecuador as territorial. The fine levied was approximately $11,000. An appeal is, of course, being made.

Monterey Area Salmon Price Low at Start

Monterey Bay area salmon price began at 34c a pound and then dropped to 29c after the first three days. This was explained by the buyers as due to the fact that the fish were small. "Soakers," the big ones used for splitting, were few.

Vessels from the entire coast concentrated in the Moss Landing area that first week, practically all skippers reporting good loads. Later in the month they had scattered some as far north as Point Reyes and others to Avila, south of Morro Bay.

The lure that catches the fish is naturally in great demand. Early in the season it was No. 6½ brass spoon. Later it may be a No. 7 or a 6; again it could be regular bait, herring preferred, or it might be a plastic plug.

Old time regulars in the fleet are turning up daily. George Murphy on the *Ruth E.,* who has been fishing cod out of San Pedro all winter, filled the doorway with his ample person the other day. Then came the George Boussoms of the *Polly Ann.* Don Jacobsen on the *Norge* and his brother Theodore, on the *Teddy J.* with their companion boats, *Ronny,* skippered by Ole Hansen, and Earl Harbell's *North Sea,* also put into port.

Bob Ruiz of the *Atka* thought he was all through with salmon fishing four years ago when he came down from Seattle to make his home in San Diego, so he put away his gurdies and salmon gear. This season he decided to take a fling at it again and had to start from scratch. Bob has been a good fisherman for years. While many others have built beautiful new trollers, he is content on his small and faithful *Atka* who always turns in a good account for herself.

Northern Boat Owners Elect Karl Lietch

The annual meeting of the Northern Fishing Vessel Owner's Association was held in May at the Sitka Woman's Club rooms. A vote of thanks was extended to the Secretary for her untiring efforts in calling attention to the Fish and Wildlife Service the association's desire to abolish herring seining for reduction plants and to remove salmon traps from Alaskan waters.

Four new members were elected to the Board of Directors to replace Frank Ward, skipper of the *Silver Spray,* Emmet Hodges of the *Tanya,* C. J. Mills of the *Tom Boy* and J. R. (Bill) Haddon, skipper of his numbered troller.

Karl Lietch, skipper of the *Iriswed,* Rudy Sarvela of the *Myrth,* Al Rotluff of the *Missouri* and Guy Boggess of the *Mohawk,* newly elected directors, chose Karl Lietch as president, Rudy Sarvela as vice-president and Al Rotluff as treasurer.

Satisfaction was expressed by members who had joined the Halibut Producers Cooperative two years ago. W. B. Johnson, president of the Cooperative, at a meeting recently in Sitka stated the salmon outlook for the coming season was optimistic. Advances on large red King salmon are 25c and for small and white Kings 15c. He also stated that his organization was in the market for Cohoes and would appreciate members making deliveries to the cooperative, the advance to be 10c.

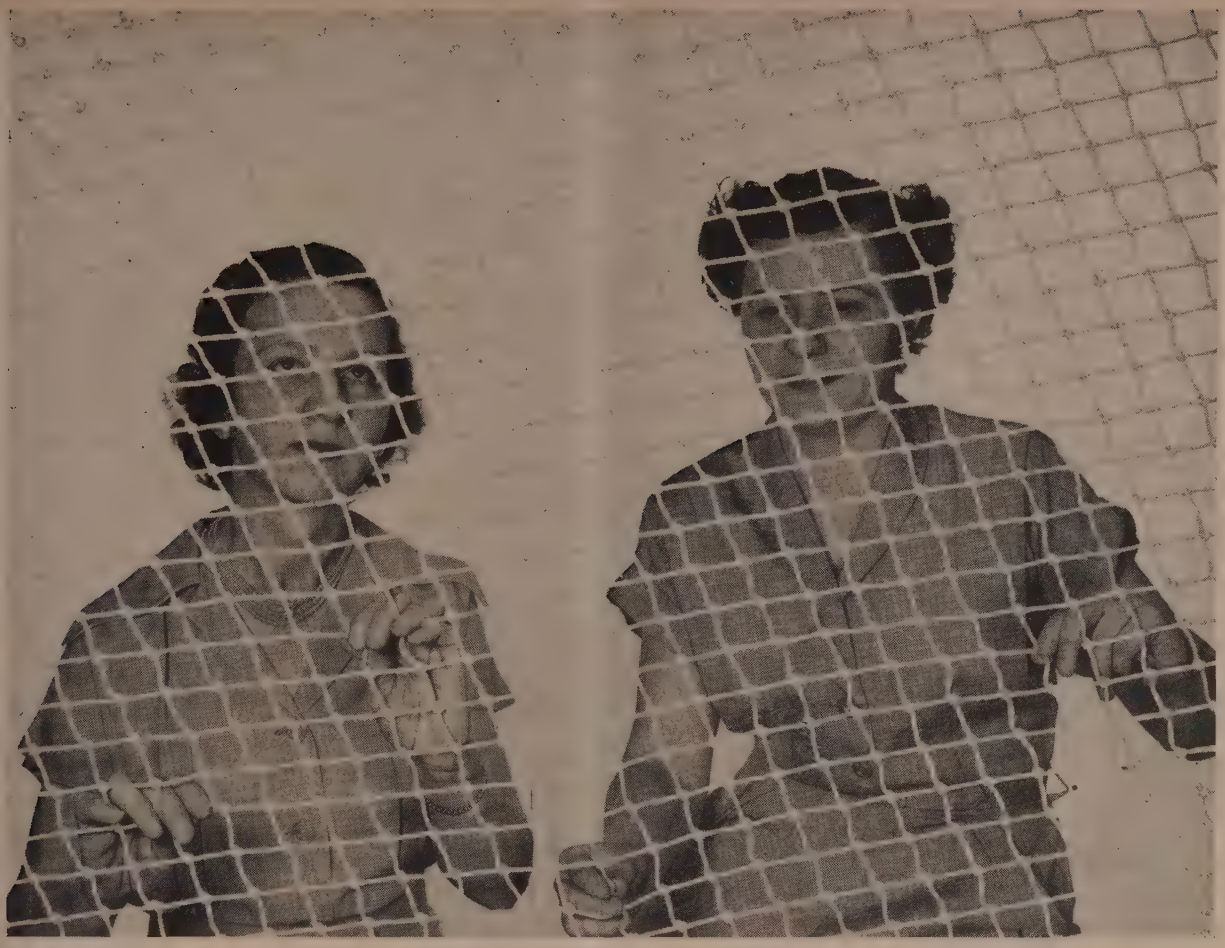
Myrth B. Sarvela was elected to continue in the position as managing secretary.

Andy Brown Branches Out in Bigger Boat

Andy Brown, well known Bodega Bay fisherman, has recently purchased the 42′ troller *Ann L.,* which he plans to use for salmon, Albacore and crab fishing. She is powered with a Gray diesel.

He is also the owner of the 28′ troller *Blue Waters,* which is just too small for him since he branched out into crab fishing, so he plans to sell it.

Brown's fishing partner, who always traveled with him, a dog named "Buttons," died recently after being hit by an automobile and Brown will miss his "boat puller" as well as share-earning *Blue Waters.*



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One Life and Three Tuna Boats are Lost In Late Spring Gales

A tuna fisherman was lost at sea and two crewmen rescued from the water during a storm that swept them from the deck of the purse seiner *Western Clipper* recently.

Missing is Philip S. Lafata, San Pedro, according to reports sent by the boat's captain, Nick Trutanich, after the vessel moored at Acapulco after the 90-mile gale. Hector Neri was rescued by a Mexican Coast Guard vessel after 50 hours in the water. The second crewman to be rescued was Slavko Marvika, also of San Pedro, after 14 hours in the choppy ocean. The British ship *Oregon Star* made the rescue and took him to the Canal Zone.

Search was still being conducted by the *Western Clipper* and the Mexican Coast Guard for Lafata as this issue of PFN was prepared for press. Neri reported that for a time he and Lafata had floated together until current action separated them. Neri is a Mexican national from Ensenada.

For a time it was feared that the seiner itself would be lost to the 90-mile gale, which occurred in the vicinity of Acapulco.

May also saw the loss of three tunaboats: *Sunrise Ranger*, a seiner; the *Donna M* and the *St. George*, bait boats.

Ranger, skippered by Tony Marinkovich, burned and sank off San Martin Island, 240 miles south of San Pedro. The six-man crew had less than 10 minutes in which to abandon ship. They were picked up by the *American Star*.

The *Donna M*, at last report owned by Donald Morgan, burned and sank off Cape Veles, Costa Rica. The boat was on its way in mid-May to San Diego with tuna from Manta, Ecuador. All members of the crew were reported safe.

St. George, en route from San Pedro to San Diego, after delivering a fare of tuna, sank off La Jolla in May. The six-man crew escaped in the boat's tender. Apparently the sinking occurred after the steering gear jammed hard right, causing water to pour through the hatches. The boat was built by Harbor Boat at Terminal Island in 1941 and was skippered by Joe Balestrieri and managed by part-owner, Vince Adamo. She served with the Navy during the last war and was recommissioned at San Diego in 1947.

Careful Handling Helps Both Bananas and Fish

The salmon industry can learn something from the banana business in the way of encouraging the workers to use care which conserves the quality of the product.

This according to a Pacific fish man, Hervey Petrich of the Western Boatbuilding Co., Tacoma, who recently returned from an extended trip around the Caribbean. To prove his point he sent *Pacific Fisherman* a photograph which he took of an educational poster which he found widely displayed at warehouses in Jamaica. The theme of the poster is packed into these words at the top:

ONLY GOOD QUALITY
DELIVERED IN GOOD
CONDITION CAN GET
GOOD PRICES IN
COMPETITIVE MARKETS

The balance of the poster urges all who handle bananas to use care which contributes to the well-being of all.

Mr. Petrich remarks in his letter: "I have often thought that those in the fishing business could use some instructions on the handling, canning and selling of fish—especially salmon."

Five Tuna Vessels To Serve Star-Kist Operation in Chile

Four purse seiners and the bait boat *Star-Kist* were on their way to Iquique, Chile, in June to begin tuna fishing operations for the recently acquired Star-Kist Foods, Inc., tuna cannery and freezers in Chile.

Excellent, Paul and John Mardesich, was refrigerated for her new task and a new General Motors 2-51 auxiliary added. Baker Engineering Co. handled the refrigeration for the *Excellent*.

Robin Hood, under the command of Vince Viamengo, also received a new auxiliary and was refrigerated by Powers Refrigeration Co., Los Angeles. The *Oakland*, Jack Borcich, was also Powers-refrigerated.

Virginia II, Capt. Andy Tipich (he owns the *Sea Pride*), received a new skiff by Vido Ursich and a new General Motors auxiliary. She is already refrigerated for tuna fishing. *Virginia II* will carry a linen purse seine net.

Both *Excellent* and *Oakland* dipped their nets in Techkote's Net-Life, supplied by Marine Hardware Co., San Pedro.

Bolstad Sales & Service Co., San Pedro, outfitted the four purse seiners with American Hammered piston rings, oil filters and other engineroom supplies.

The Al Larson yard on Terminal Island built a new bait tank for the *Star-Kist* and a new mast and boom.

Chilean crews will be used for the most part on these boats. Borti Petrich, assistant fleet manager, has been in charge of outfitting and preparing the boats for Chilean fishing.

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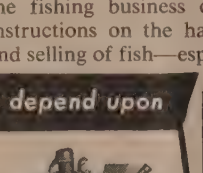

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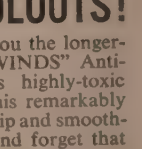

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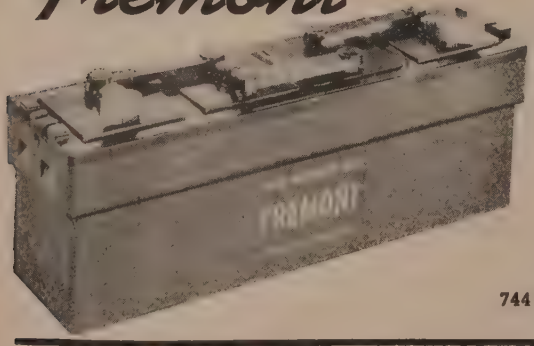

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SCOPE and SOUNDER

Monthly digest of present-day pioneering methods and equipment in world fisheries.

By PETRALE*

What the Fisherman Wants To Know

During the past month, the author of "Petrale" has visited a number of the fishing ports along the Pacific Coast. Biologists and fishermen were interviewed to obtain their ideas regarding the fisheries in which they were engaged.

Fishermen from San Pedro to Seattle asked many questions: How are the bottom fish holding up?

Will the Pacific ocean perch have the potential yield of the East Coast rosefish?

What is Washington's plan for controlling the deep-water petrale fishery?

Is the Alaska herring fishery headed for the same ending as the sardine?

What happened to the Northern Albacore fishery?

Will the sardines return?

Can other fisheries, such as hake, stand a substantial reduction fishery? . . . A cod-end filled with questions.

On the other side of the fence is the biologist. His problem — how to get the answers. His methods are slow, tedious and seemingly endless to the outsider. The questions are simple — the answers more complex. The downward trend of a particular fishery may be statistically apparent. The method of managing the fishery and the road back to a continued sustained yield more obscure. On the Fraser River, the build up of the salmon runs has been encouraging. The halibut fishery is also in good shape. In other fisheries — the outlook is not so bright.

The Fisherman's Biologist

Fishermen are often concerned over the efforts and suggested means of controlling a fisheries by biologist. They feel the biologist does not clearly understand and appreciate the technical problems involved in trying to adhere to certain legislation or that they are not familiar enough with the actual working of the fishery involved. The post-war years has produced a new crop of biologists. Probably at no other time has such a large number of technical research workers invaded the fisheries world. All are eager. Some have excellent academic background. These men will be asked to answer the questions which now and will confront industry. With the new crop, a fair number rate the title of "Fishermen's Biologist." These men have an interest in both research and the fishery. They are interested in the boats, gear, techniques, and in the fishermen themselves. Some of these young biologists have grown up in fishing families. They are not strangers to boats or the fishermen. Others have made the effort to learn. From these biologists possibly a "new look," an academic and practical approach.

***Petrale will attempt to answer questions from readers; and will welcome correspondence relative to developments which fishermen may consider worthy of inclusion in future editions.**

Comments, questions and contributions should be addressed to: PETRALE, Care Pacific Fisherman's News, 71 Columbia St., Seattle 4.

Astoria

In Astoria, trawlers were finding a good market for Pacific ocean perch and a number of good catches have been landed. Astoria trawlers have been confining most of their dragging between Cape Lookout and Cape Flattery, although a few trips have come in from Esteban and other points. Jackie Ray, skipper of the *Oregonian*, recently had a haul of Dover sole which plugged his trawl net up to the throat. "About 50,000 pounds in one tow," said Jackie. However, the net gave way and the majority of the Dover were lost. Al Mather, skipper of the *Trask*, was having one of the new type of fish finding devices installed on his boat. Other news from Astoria was a request by trawl skippers to have the State reconsider its mesh regulation regarding using 4½" stretch measure webbing for boats catching less than 80% perch. Most of the skippers feel that the present low is unworkable. A meeting is planned for some time in June or July for a discussion with Oregon Fish Commission members.

Crescent City

In Crescent City a new shrimping enterprise seems to be doing well. Leonard Harris, skipper of the *General Pershing*, has been making some fair catches of the California pink shrimp. The utilization of this resource has followed exploratory work carried out by the California Department of Fish and Game. The Shrimp which run 80 to 90 to the pound average

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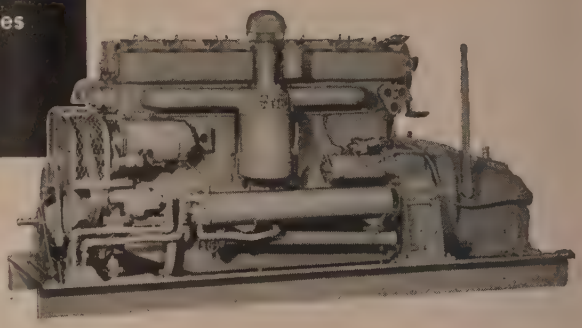

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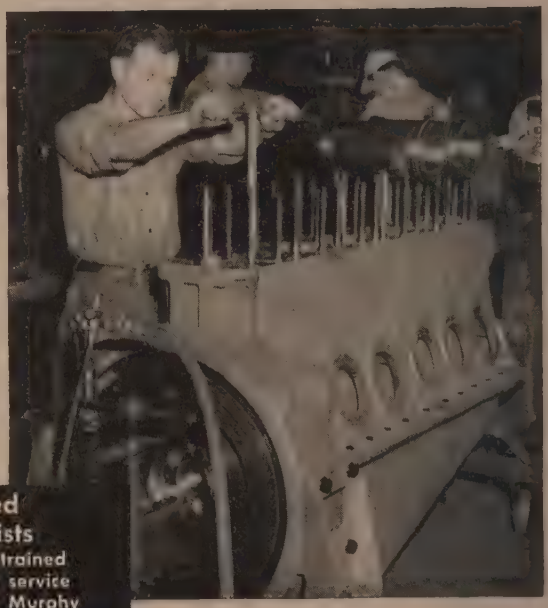

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a little smaller than the Alaska pink shrimp. Both California and Oregon have carried out shrimp prospecting and Washington researchers are contemplating a survey off their coast this summer.

Eureka

Good catches of bottom fish have been landed in Eureka this Spring and the market has been good for Dover sole. A new development in the Humboldt area is the starting of a new wildlife and fisheries school at Humboldt State College. The school will be housed in a new two story campus structure. Students will be trained in both wildlife conservation work and in fisheries biology. Humboldt State College is well located for both marine and fresh water work. Fisheries instruction at the school will be headed by Mr. DeWitt, a graduate of Oregon State College.

San Francisco

Moored near Fisherman's Wharf, Petrale saw the California research vessel *N. B. Scofield* and decided to go aboard for a look-see. The vessel is 100′ in length and built along schooner lines. She is equipped with loran, radar, and two electronic sounding devices. However, the pride of the marine researchers are the large winches situated in the fore part of the house. The winches are hydrologically remote controlled and utilize air for both the break and clutch. The drums spool approximately 10,000′ of 7/16″ wire cable. Incidentally, the wire is *not* marked in the conventional commercial manner. A counter is located in each block which records the number of turns made. They seem to work very well. At the time of my visit, the crew was preparing the boat for a one month cruise to study the selectivity of various types of cod-end on sole. Four biologists were scheduled to sail with the boat. Two from California and one from both Oregon and Washington. Doyle Bates, the California biologist stationed at Eureka, said the *Scofield* would try her winches out in deep water this October. How deep? Around 800 fathoms. I'm glad I don't have to spool all that cable!

131-Ft. Steel Clipper "Santa Barbara" Lost Off Coast of Panama

With the sinking May 28 of the tuna clipper *Santa Barbara,* the San Diego tuna fleet lost a member whose replacement value is estimated at $400,000.

The sinking took place 15 miles west of Montousa Island, off the coast of Panama, according to reports at San Diego by the captain, Charles Forster. Fishing captain of the boat was Frank Gonzalves.

The all-steel 131′ clipper was built in Long Beach in 1946, designed by G. Bruce Newby.

Forster reported that the clipper suddenly began to fill with water while the boat was heading for San Diego with 300 tons of tuna. The vessel filled so fast that the crew had to abandon ship without any personal belongings or ship's papers.

The Richfield Oil tanker *James Cook* picked-up the crew adrift in the vessel's small tenders.

Crew members included James Seigel, Tony Goularte, Lawrence Van Buren, Minora Ota and Tony Balelo.

Billante's New Boat

Sebastiano "Buster" Billante, formerly one of the owners of the San Francisco purse seiner *Anna B.,* has taken delivery of his new combination boat from Seeno Boat Works, Pittsburg, Calif.

The craft is powered with a General Motors 4-71 diesel engine purchased from Shoreline Diesel Maintenance Co., Fishermen's Wharf, San Francisco, and she is also equipped with a Raytheon Fathometer Model D112 with remote indicator, and an Apelco Model 18 radio telephone. This equipment was purchased from and installed by Cal-Marine Radio Phone Co., Fishermen's Wharf.

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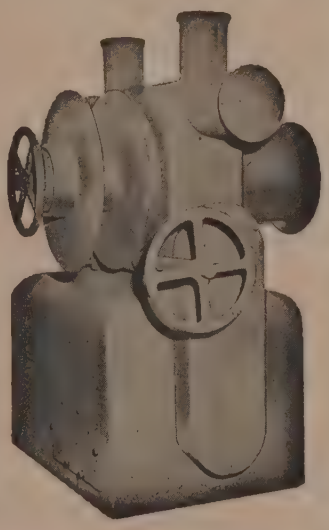

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Canadian Seas and Reefs Take Toll of Fish Fleet

Rough seas off the West Coast brought trouble to fishermen in British Columbia and adjacent waters late in May, and more than one vessel was lost. No loss of life was reported, but in several cases rescue was accomplished by a narrow margin.

Six fishermen were saved from their 98′ packer *Roger Curtis* when it struck a submerged reef in Rosario Strait, 60 miles south of Vancouver. The American tug *Luna* made the rescue and pumped water out of the fishboat, which was owned by Canadian Fishing Co.; then radioed the U. S. Coastguard for aid when inrushing water gained mastery of the situation.

Two Coastguard cutters responded, and the packer was eventually towed to Anacortes.

A few days later two halibut boats came to grief within 24 hours of each other when the 50′ *Prosperity A* sank on a reef near Frederick Island, on the west coast of Queen Charlotte Islands, and the 70′ *Yakutat* ran aground in Seymour Narrows. The *Yakutat*, skippered by Captain Sig. Hendricks, was not long in trouble, however, as the Dolmage Towing Co.'s tug *Sea Wave* managed to pull the vessel off the rocks.

But in the case of *Prosperity A*, Captain Andy Christiansen decided to play it safe and ordered all his crew to take to the dory when the vessel began to ship water. The men rowed through giant waves for two miles until picked up by another fish boat, *Bate Pass*, and taken to the Fishermen's Co-operative camp on Langara Island, northern tip of the Queen Charlottes.

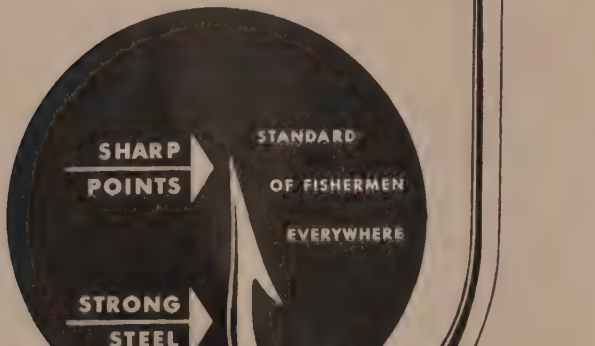
A survey was to be made of the *Prosperity A*, for many years well known to fishermen, but Captain Christiansen was doubtful whether salvage could be accomplished.

Another vessel that had to be abandoned by her crew was the Vaucouver packer *Seven Seas*, which grounded off Gregg Island, near Sidney, Vancouver Island. A small boat sent out from Coal Island by Captain F. E. Lewis picked up Skipper Alex Vogrig and crew member Harold Hodgkisson. *Seven Seas* is owned by John Safarik & Sons, Vancouver, and it will probably be salvaged successfully. Pacific Salvage Ltd.'s ship *Salvage Queen* was dispatched from Victoria and found the vessel on her beam ends above the high water mark.

The worst experience was suffered by three fishermen who had to swim half a mile to safety when their seiner *Victoras* hit a submerged rock south of Namu and sank in 20′ of water. Joint owners of the 28-year-old boat, Lawrence Doving, Arnold Wennberg and Robert Wanous, all of Vancouver, had been dragging close to shore for bottom fish when disaster struck. They jumped overboard and rode the breakers into shore. They expect their boat can be salvaged.

Then there was the case of the *Pafco XIII* which foundered on Lasqueti Island in a stormy sea. This is an American boat, whose skipper is Ned Andrich of Anacortes. He and his six crew members managed to jump onto the rocks from the stern of their boat, and they were subsequently taken to Nanaimo by the fisheries patrol vessel *Atlin Post*, but only after they had been stranded for nine hours on the rocky island. The only man to be injured was Marvin Zandrell, but it wasn't serious.

PFLUEGER
HOOKS
Last Longer



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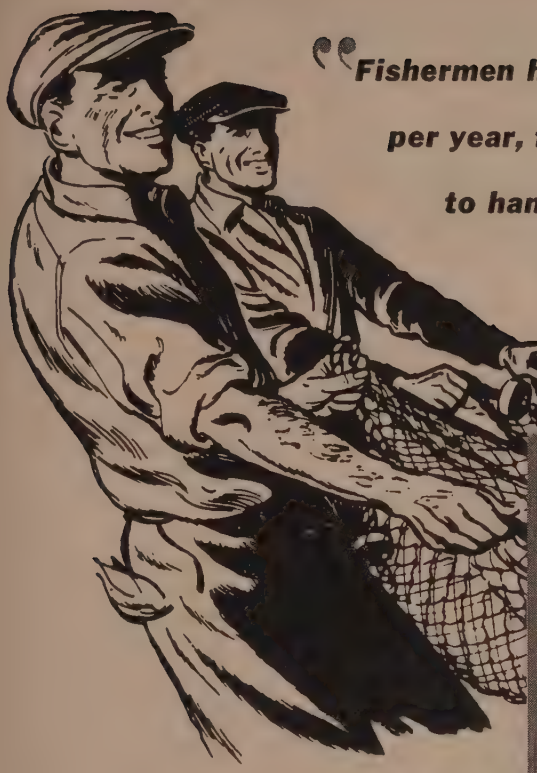

"Fishermen have found that they need fewer sets of nets per year, fewer replacements, that the nets are easier to handle and the gear needed is lighter...yet the number of fish caught per net is greater."

Excerpt from a report on NYLOCK from the "Monthly Review" of the Federal Reserve Bank of Boston.

Monthly Review
FEDERAL RESERVE BANK OF BOSTON

The Impact of

Science in the Fishing Industry

by DANIEL P. NORMAN

Fishermen are continually modifying minor details of mesh size and structure of their nets, but the materials from which the nets are made — cotton, linen, and other vegetable fibers — have remained essentially unchanged since Pharaonic days. It remained for a New England textile firm to develop a process for adapting new man-made fibers for fish nets. The chemical industry had a major share in this development since it was responsible for the production of the basic fibers and the resins which are used to make them suitable for the fisheries use. Yet it took textile know-how to combine these chemical products with the necessary physical processes to produce new fibers which are not only suitable for use in fish nets but are also far superior in many respects to conventional fibers used for this purpose.

The first man-made fibers, the rayons, were unsuited for use as fish nets because their tensile strength, particularly when wet, was much lower than that of the natural fibers. As early as 1939, less than a year after nylon was in commercial production, Gloucester fishermen experimented with nylon nets. Wartime allocations removed nylon from the market, and fishing experiments were suspended until 1945. From 1945 to 1949 nylon in many forms was tried in fishing nets. These trials all showed that nylon, despite its advantages of rot resistance, low weight, and durability, was not suitable as a net material because the net knots would open up with even slight flexing of the net, letting the fish escape. A second fault was that repairs to broken meshes were difficult because the nylon twine frayed into strands at broken or cut ends. Furthermore, rusted metal attacked the nylon chemically, so that the fibers disintegrated rapidly whenever they came in contact with rusted metal fittings on winches, trawl doors, and the like. In attempts to overcome these drawbacks, nylon was twisted into every possible type of twine, and scores of experimental nets were sold and given to fishermen for test purposes, but they were unsuccessful.

In 1948 a New England corporation made a scientific study of the net problem and came up with a process which eliminated nylon's faults while retaining all its virtues. This specially treated and processed nylon is sold under the trade name of Nylock; the other new man-made fibers are similarly processed and treated for use in nets, and are sold under the corresponding trade names of Dalock (for Dacron), Orlock (for Orlon), etc.

The "lock" process consists of applying a resin to the synthetic fiber, stretching the fiber to the point where its residual stretch or elongation is the optimum required for fishing nets, and setting the resin with heat so that it holds the fiber at the desired stretch. The applied resin coating therefore performs the dual function of providing an anti-slip friction coating which enables the fibers to retain knots, and holding the fibers at the proper tension so that they have just the desired degree of stretch and strength. It also minimizes fraying and prevents the destructive action of iron rust.

The fish net industry does upwards of $60 million worth of business per year. A large proportion of the nets are manufactured by a few large, vertically integrated firms. That is to say, these firms are organized to process raw vegetable fibers into finished threads, which, in turn, they make into finished twine and nets. These manufacturers consequently were not enthusiastic about making Nylock nets because it meant cutting back operations in their thread spinning departments and obtaining the processed nylon from an outside supplier.

Gill net fishermen have been so insistent on getting Nylock nets, however, that manufacturers have increased production to meet the growing demand for these nets. Today, fishing boats on the Great Lakes use them almost exclusively.

Nylock gill nets have many specific advantages over those made from natural fibers. Fishermen have found that they need fewer sets of nets per year, fewer replacements and that the nets are easier to handle and the gear needed is lighter. Yet the number of fish caught per net is greater. One further advantage of the Nylock nets over other nets is that the resin treatment of the nylon fibers smooths and cements down the fuzz on the surface of the fibers, thus leaving less area of surface on which phosphorescent organisms may settle. This is an important feature, because on occasion so much phosphorescence gathers on conventional nets that they appear to be on fire, and the fish avoid them easily. This same absence of fuzz may also account, in part, for the greater number of fish caught in Nylock nets. Apparently many fish can sense fuzzy fibers in time to back water and escape the meshes of the net; in the absence of fuzz, the fish are caught and held by the net before they can retreat.

Nylock is not restricted to use in gill netting. The first complete, all-Nylock, trawl net is now being towed by a small dragger out of Point Judith, Rhode Island. A trawl net is a big bag net towed along the ocean floor and kept open by a pair of nine-foot wooden "kites" or "trawl doors." The weight and water resistance of a complete trawl is so great that a dragger cannot detect the difference in the power requirement of towing an empty net or one full of fish. Nylock is therefore of value not only because of its intrinsically low weight, but because its cross section, and hence water resistance, is much less than that of vegetable fibers of equal strength. The Point Judith dragger, for example, reports that her maximum tow was formerly a 35-foot cotton trawl. She is now successfully towing a 60-foot Nylock trawl, thereby increasing her fish-catching ability.

The above article was written by Dr. Norman through a research grant from The Federal Reserve Bank of Boston

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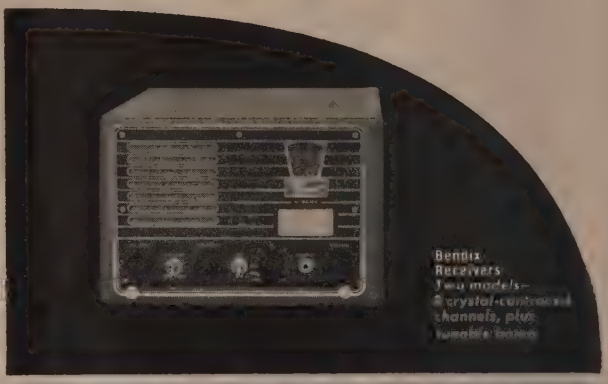

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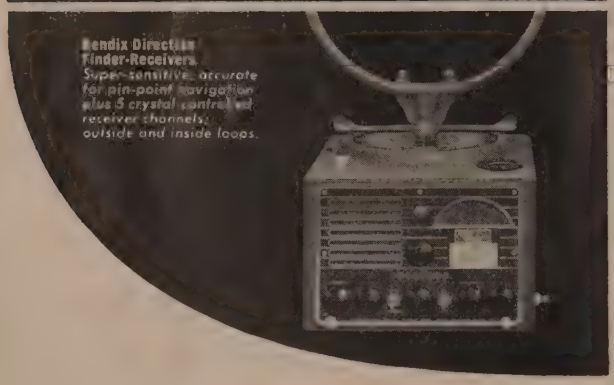

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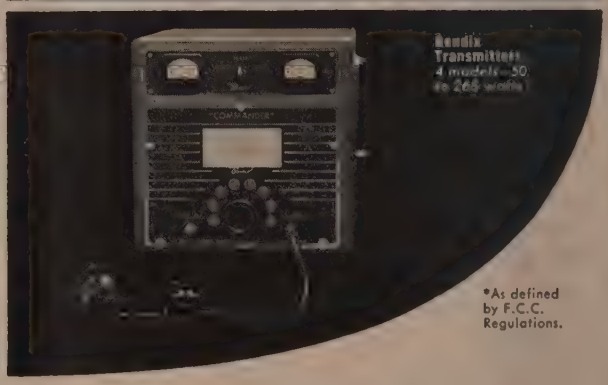

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SAN DIEGO BITE-SIZE ITEMS

JOHN XITCO, superintendent of the Star-Kist High Seas plant in San Diego, has returned from a vacation, with his family, at Yosemite. . . . Joe Madruga, managing owner of the *Paramount*, skippers the *Navigator* while Joaquin Qualin takes a rest. . . . National Steel announces it may build five new steel tuna clippers this year. . . . Harold Morgan, Jr., is now assistant to Phil Bertram, fleet manager, at Van Camp. . . . The Albacore boat *Essie M.* owned by Jim Heacock, has installed a new GM 6-71, 3:1 reduction, with front power takeoff. . . . The baby tuna clipper *Mercator*, Don Byrd, has also a new GM unit, 3-71, 30-kw. diesel generating unit, 120-240 volt a.c. . . .

JOHN SILVA, part owner of the *Southern Pacific*, was recently married to Josephine Giacalone of San Diego. . . . Ray Medeiros is in charge of the *Normandie* while Joe Marques, captain, vacations. . . . A San Pedran, Frank Rodriques, will skipper the *Joan of Arc*. . . . *Wahoo*, Robert Squires, has a new Caterpillar engine, supplied by Shepherd Marine, D-318, 6-cyl., 80-hp., with 3:1 reduction and front power takeoff. . . . Another new "Cat" has gone into the *Mary Jack*, 38-footer owned by Orville Sheldon, a D-315, with 3:1 reduction, 4-cyl., 53-hp. . . . *Sun Glow*, Hank Madruga, managing owner, has a new radar, SO-8, Raytheon manufactured. . . .

KATIE LOU'S new Kettenburg tuna tender has plenty of speed: the 16-footer is powered with a Chrysler V-8 Imperial, 200-hp. Joe Nunes is the skipper. . . . *Unione No. 1* has a GM, 2-cyl. for line shaft operation. . . . Garnet Stevens, formerly a partner in the *Sea Giant*, is reported to be the port captain of Westgate-California tuna refrigerating plant at Paita, Peru. . . . Said to be the first northern Albacore boat to arrive in San Diego, is the *Rio Janeiro* from Eureka. . . . The *Polly Ann* of San Diego was towed to Eureka by the Coast Guard cutter *Balsam*, after engine difficulties and a leak in the bow prompted a call for assistance. George Boussum is skipper. . . . *Saratoga* recently completed a three-month cruise of tagging Yellowfin and Skipjack for the California Fish and Game. Territory covered included Gulf of Guayaquil, the Galapagos, Gulf of Papagayo and the coast of southern Mexico. . . . Arne Strom is reported to have paid $236,108 for the *Scarlet Queen*, the amount of her liens and mortgages. . . .

Noel Franklin's Famous "Andrew Jackson" Lost

Disaster overtook one of the most famous fishing boats of the northern California trade early in May when the big dragboat *Andrew Jackson* sank at sea off Gold Beach, Ore. Captain Noel Franklin, owner, and his crewman, Leonard Porter, both of Eureka, escaped by taking to a small skiff as the dragger sank. They spent the night anchored just outside the surf and then making their way to shore at daylight.

Franklin said that the vessel struck a floating log farther north off the Oregon coast three days earlier, but the damage did not appear to be too serious. The boat put in at Port Orford, where temporary repairs were made. At sea again, water began pouring in at the bow and the boat sank within 20 minutes after Franklin and Porter made their escape.

Andrew Jackson was built in 1942 at Portland by Franklin, who had operated it continuously since, most of the time out of Eureka. She was valued at about $45,000, and Franklin said the vessel was insured.

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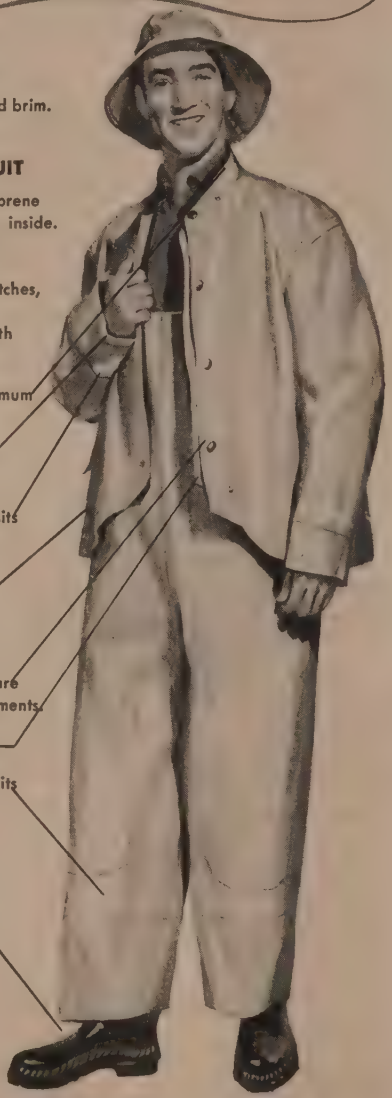

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NUTTALL-STYRIS CO., 825 Columbia St., San Diego
BRITISH COLUMBIA: EDWARD LIPSETT, LTD., 68 Water St., Vancouver

LINES and LEADERS

BUD FELLOWS

BILL ANGUS

Pacific Fishing & Trading Named Nordberg Distributor

Pacific Fishing & Trading Co., 1403 West 45th St., Seattle, is the new Nordberg marine gasoline engine distributor for Washington and Alaska.

This announcement was jointly made to **Pacific Fisherman** magazine early in June by Bud Fellows, mgr. of Nordberg's marine gasoline engine department, and Bill Angus, vice-president and general manager of Pacific Fishing & Trading.

The new distributor of the line will serve both the commercial and pleasure boat fields including parts and service. Located on the Washington Ship Canal near the Ballard bridge Pacific Fishing & Trading has waterfront property adjacent to its sales rooms and has tie-up facilities for boats in for Nordberg sales and service.

Experienced Nordberg personnel will handle sales and service under the direction of Bill Angus.

Six models of Nordbergs from 95 to 155 hp. comprise this marine gasoline engine line—Blue Fin, Arrow, Bullet, Marlin, Tarpon and Knight.

This new Nordberg distributor carries a full line of marine hardware and supplies including Barbour's nylon gill netting and all the general marine lines handled also by Pacific Marine Suply Co., with the exception of motors and engines.

Mr. Fellows, who came out to the Northwest from plant headquarters in Milwaukee, made calls in key Northwest locations for Nordberg, then continued on to California before returning to his home office.

The Pacific Fishing & Trading Co., a wholly owned subsidiary of the Pacific Marine Supply Co., this year is celebrating its 40th anniversary of service to the commercial fishing industry.

New Design Ups Power Rating For 6-110 "Jimmy"

Changes in design which have increased the output of General Motors' single 6-110 diesel engines to 300-hp. maximum and 230 hp. continuous have been announced by GM's Detroit Diesel Engine Division.

The increases total 25 and 17 hp., respectively.

Basically the power increase is the result of freer "engine breathing" and higher engine speeds. Freer breathing has been accomplished in part by increasing the number and size of ports in the cylinder liners. With the increased scavenging capacity thus provided and because the inherent strength of all structural parts allowed it, maximum engine speed has been increased from 1800 to 2000 rpm. The continuous operating speed is now 1800 instead of 1600 rpm. According to Division spokesmen, these increased engine speeds were set only after thousands of hours' operation proved them to be consistent with long engine life expectancy.

Bludworth's New "Kingfisher" Combines Vision and Record

A new fish finder, the "Kingfisher" combination super-sensitive echo recorder and cathode ray tube fish-finding viewing unit, is now available in the United States through Bludworth Marine's offices in principal seaports.

In describing this new electronic equip-

Announcing . . .

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The Pacific Fishing & Trading Co. is proud to serve Northwest fish boat owners and operators with experienced and expert NORDBERG marine sales and service. Complete facilities for dockside repair and parts delivery. Another top line to go along with Plymouth cordage, Gold Medal cotton netting, Barbour's nylon and linen gillnetting, Goodrich cutless bearings and other top quality marine hardware lines.

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TROLLERS FOR SALE: "Prowler", 64' x 15', built 1944, Cummins diesel, 50 Watt Intervox, DF, Fathometer, Auto-pilot, modernized deck-house and galley, 29 tons net hold, $20,000; "NESRAL", 46' x 11', built 1943, 6-71 GM diesel, Radio & DF, Iron-Mike, 6-spool Salmon Gurdies, $13,500; "WASP", 41' x 11', built 1949, Universal 90-HP Gasoline, Apelco 20-watt Radio & DF, Iron-Mike, Kolstrand 6-spool gurdies, $7,500; "SENACA", 34' x 9', rebuilt 1949, Gray-6 Gasoline, Fathometer, Iron-Mike, DF & Receiver, 6-spool Gurdies, $5,500; "LOU ANNA ALMA", 36' Comb. Dragger & Troller, GM-6-71 diesel, Fisher 50-watt radio, Auto-pilot, 6-spool gurdies, $8,000; OTHER LISTINGS, $750 to $65,000 including Monterey Purse seiners. DON WOODWARD, Broker, P. O. BOX 45-A, Moss Landing, California. Telephone Castroville 6652.

FOR SALE: Schooner "Alten" length 72', beam 18'2", Direction Finder, two way radio, Loran, Iron Mike, Fathometer. Fully equipped for dragging or halibut fishing. Twin General Motors Diesel 300 H.P. Sam M. Scott, c/o Yaquina Bay Fish Co., 102 S. W. Bay Blvd., Newport, Oregon. Tel. 335.

FOR SALE: Chrysler Royal engines, 8 cylinder, 141 HP—new. Priced for quick sale. SHERMAN SUPPLY CO., 2456 - 1st Ave. So., Seattle. SEneca 0061 or MAin 4802.

FOR SALE: 200 ft. industrial waterfront, riparian rights, 1 acre land. Sheltered. Suitable for sports fishing, shipbuilding, marine ways, factory or warehouse site. Has small livable house. Ten minutes to city center. Coos Bay. $15,000. Write P.O. Box 478, Coos Bay, Oregon.

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ment Willard C. Blaisdell, Vice President of Bludworth Marine, said that his company's engineers believe the new "Kingfisher" will find excellent usage on commercial fishing vessels particularly for bottom fishing because of its ample ability and efficiency. It can detect the presence of fish at all depths down to 240 fathoms and is a proven and reliable instrument for most effective deep sea operations.

Essentially, this new fish-finder consists of a new electronic super-sensitive recording echo sounder of special design in combination with a cathode ray tube viewing unit which can be quickly read and interpreted. The "Kingfisher" enables the fisherman to tell where fish are located, and whether there is a single large fish or a school under his vessel. It has the remarkable ability to take any recorded section of the water depth, at 5, 10 or 15 fathoms intervals or more, and expand that record on a cathode ray tube to the point where one fathom of depth equals one inch of height on the viewing surface. The viewing unit thus achieves a high degree of resolution and is particularly suited to the detailed study of a single fish or schools right on the bottom. The "Kingfisher" is also proving invaluable in navigation and finding wrecks or rock piles when functioning solely as a depthometer.

Scores of "Kingfisher" installations aboard fishing vessels in England and Canada have already been made or contracted for with highly satisfactory results for the owners. A recent installation was on the Trawler **Cape North,** Lunenberg Sea Products Corp. of Canada, Capt. Tom Pitman.

International Paint Co. Announces New Canvas Cement

The International Paint Co. of New York proudly announces the addition to its famous line of Interlux No. 377 canvas cement, a special waterproof adhesive formulated specifically to facilitate application of canvas to the decks and cabin tops of boats.

Its consistency permits it to be applied by a variety of tools, and its slow setting characteristics allow the canvas to lay-in and be fully stretched before fastening.

The fisherman will find in this material a real time and labor-saver either in replacement work or new construction.

METAL MARINE PILOT
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SAN PEDRO SEINE SETS

NORMAN P. MEZIN of the seiner *Western Fisher* was flown to San Diego in late May, suffering from what was believed to be a ruptured appendix. Coast Guard PBM plane, piloted by Lt. Comdr. Carl L. Parrott, made the rescue from the boat which was fishing off Cape San Lucas. . . . Gloria Mellusi, secretary to Jerry Scharer, vice president in charge of sales and advertising for Star-Kist Foods, Terminal Island, has announced her engagement to Stan Boras of Los Angeles. . . . *Star-Kist*, returned from her recent research trip to Chile, carried as crew assisting Captain Tony Marinkovich; Warren Beaddle and Olaf Meyers, Albacore fishing experts; engineer Vince Marinkovich; Louie Marinkovich, John Mattera, experienced bait and seine men; Leland Links, biologist and refrigeration expert on the Star-Kist staff; and Nick Karuzo, expert fisherman and cook. . . .

Jimmy Boy, Frank Iacono, has been fishing anchovies successfully with a marlon netting. This is a type of synthetic fiber manufactured in Japan, for which the C. J. Hendry Co. is exclusive distributor in California. . . . *Sea King* came to Van Camp Sea Food Co. in late May with a good fare of tuna after a 67 day trip. . . . *Stanford*, from the Northwest, now receiving an installation of brine refrigeration equipment, may fish for Star-Kist. Her skipper is Pete Jugovich. . . . A. K. Anderson of the *North American*, recently returned from long-lining in the Line Islands, visited with Charlie Buchan, Terminal Island purse seiner and fleet manager for Van Camp, in late May. . . . Charlie's son returned in late May from his first trip with the *Renown*, recently refrigerated for tuna seining. . . .

STEVE GARGAS, captain of the *Columbia*, states that the nylon cork line which he has been using for three years is as good today as when he first hung his net. . . . The *Columbia* is probably Van Camp's high purse seine boat thus far, having completed three trips. . . . *Arlene S* was drydocked at Harbor Boat Building Co. in late May for copper bottom paint job. . . . The same yard was installing a new clutch and roller on the anchor winch of the *S. Restituta II*. . . . Shepherd Marine, San Pedro, recently installed a Wood Freeman Automatic Pilot on the *Treasure Island*. . . . *Comet* also received a similar installation. . . . Crofton Diesel Engine Co., San Pedro, recently installed a GM 6-110, 3:1 reduction, on the *New San Antonio*.

Joan, formerly the *Aurora*, George Moskovita, has a new General Motors auxiliary, sold by Crofton, a 3061-A. . . . *La Belle* is reported en route to Puerto Rico to fish for the National Canning Co., affiliate of South Pacific Canning Co. . . . Three families, representing the ownership of three San Pedro fishing boats, sailed for Italy from New York in May: Mr. and Mrs. Luigi Sogliuzzo and daughter Carmela; Mr. and Mrs. Vincent Bocanfuso; Mr. and Mrs. Carmine Artiano and Maria and Alfonso Artiano. Ischia is the ancestral home, an island in the Gulf of Naples. . . .

Henry Soderlund Suicides

Henry Ferdinand Soderlund, 50-year-old Chinook, Wash., fisherman, died recently from self-inflicted bullet wounds. Soderlund was a Columbia river troller and crab fisherman.

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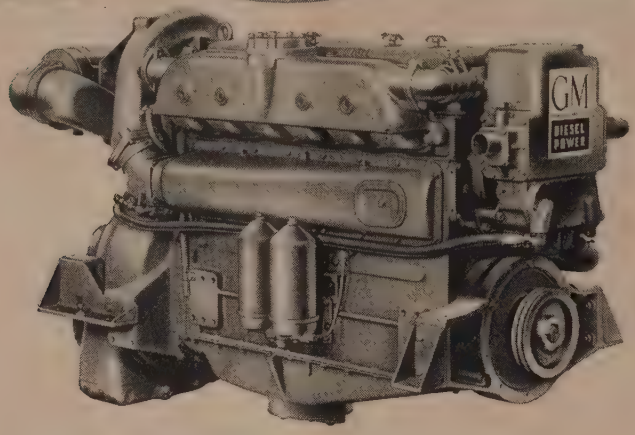


in GM "6-110" diesel engine

Improved Design Gives Still More Power Per Pound From Same Size Unit

Want to handle bigger pay loads at faster speeds with your boat?

Stymied because you can't fit a higher-horsepower Diesel into your hull?

Now you can handle heavier pay loads at faster speeds with a new 300-horsepower General Motors "110" Marine Diesel—the engine that delivers more torque in the working range with no boost in engine size or weight.

Higher horsepower means more speed—high torque, more working power.

With a new 300-horsepower high-torque GM "110" Diesel fishing boats can get out to sea and drop their nets faster—speed back to port with a heavier catch to hit the market at its peak.

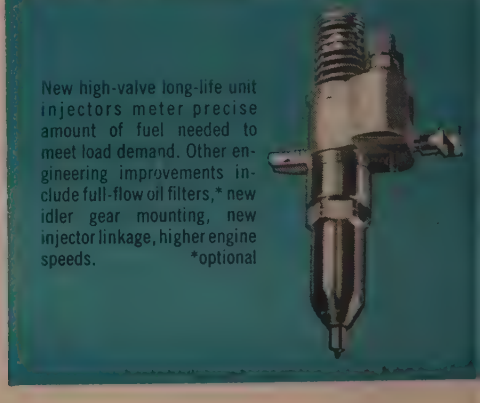
In workboats, more horsepower means faster tugging and towing—more torque in the working range means bigger jobs, more work per boat.

And because a GM "110" 2-cycle Marine Diesel packs 300 horsepower in a smaller, lighter engine it fits where other 300-horsepower Diesels won't.

Higher horsepower is also available in the General Motors "6-110" Tandem Twin that gives you twin-engine dependability and flexibility—costs less than other Diesels of comparable power.

Get full details on the new, more powerful GM Series 110 Diesels from your GM Diesel distributor. Have him show you that GM Diesels cost less to buy, less to run and less to maintain than any other Diesel.

New "Figure 8" cylinder liner design gives freer "breathing," better fuel-air mixing for more complete combustion and higher engine efficiency.



New high-valve long-life unit injectors meter precise amount of fuel needed to meet load demand. Other engineering improvements include full-flow oil filters,* new idler gear mounting, new injector linkage, higher engine speeds. *optional

GM GENERAL MOTORS DIESEL POWER

DETROIT DIESEL
ENGINE DIVISION
GENERAL MOTORS • DETROIT 28, MICHIGAN
Single Engines ... 16 to 300 H.P. Multiple Units ... Up to 864 H.P.

Half-Dozen Big Seiners Bought by Canadians

At least eight American fishing vessels up to 84′ in length are being acquired by British Columbia fishermen or packing companies under the special dispensation granted by the Canadian government recently to encourage offshore operations in the North Pacific.

In most instances the vessels were purchased for individual fishermen and financed by the companies, and the negotiations were carried out with the previous owners by company representatives.

By presstime transactions had been completed for the importation into Canada of six vessels. Canadian Fishing Co., B. C. Packers, Nelson Bros. Fisheries and North Shore Packing Co. had closed deals, while Queen Charlotte Fisheries was in the midst of negotiations.

Vessels for which arrangements had been completed for acquisition by Canadians were:

Cape Karluk — Bought by B. C. Packers, Ltd., from Cape Karluk Fisheries, Seattle. She is 80′ long, 100 gross tons, was built in 1944 and has a 330-hp. diesel. She is a seiner.

Tidings — Bought by Nelson Bros. Fisheries from the Estate of Lee H. Wakefield. She is 84′ long, 118 gross tons, was built in 1941 and is powered with a 300-hp. diesel. A seiner, she has been one of the leading producers of the Alaska herring fleet.

Cape Spencer — Bought by Capt. Charles Clarke, who fishes for Nelson Bros. Fisheries, from Egil Hansen, Seattle. She is 84′ long, 113 gross tons, was built in 1945, carries a 320-hp. diesel, and is a seiner-halibuter.

J. O. Edwards—Bought by The Canadian Fishing Co., 78′ in length.

Fram — Bought by Clarke Gibson and the North Shore Packing Co. from Ole Mork. She is 81′ long, 119 gross tons, was built in 1945, and carries a 250 Atlanti diesel.

New Limited — Bought by Walter Carr and Charles Katenich, who fish for North Shore Packing Co., from Salvatore Melicia of San Francisco. She is 77′ long, 94 gross tons, was built in 1937, and is powered with a 210-hp. Enterprise diesel.

Crab Canning Runs Far Ahead of Recent Years

Canned crab production in Oregon and Washington this spring ran far beyond the packs of recent years, and at presstime the middle of June was estimated by informed operators in the neighborhood of 57,000 standard *cases of* 48 *tuna-size halves*—although almost the entire pack now is being put-up in cases of 24 cans only.

At presstime canning was over, or virtually so, in the Pacific Northwest; but activity already had shifted to Alaska and British Columbia.

In that sector of the coast there was every reason to expect greater activity than has ever before been known.

One operator actively engaged in the business estimated that by the first of July there would be 10,000 crab pots fishing in the waters of northern Hecate Strait and Dixon Entrance.

Of this number it was estimated that about 4,000 would be Canadian pots and the balance American gear fished out of Southeast Alaska, principally Ketchikan.

In addition to the Pacific Pearl operations, with plants at Ketchikan and Kydaburg, it is understood that Seattle Sea Foods, Inc., and the Grays Harbor Crab Co. each are sponsoring an operation in Hecate Strait. The crabs taken will be brought south alive to Seattle and Grays Harbor in the water-circulating holds of the vessels.

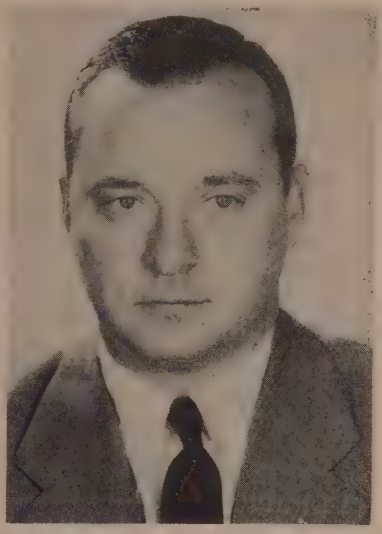
Largest Pacific Northwest canned crab pack is believed to have been that put up by Point Adams Packing Co. at Hammond, Ore., with Kaakinen Fish Co. (including its Port Orford operation) and Nelson Crab & Oyster Co. folowing and Pacific Pearl at Westport in fourth place.

In Alaska Pacific Pearl will undoubtedly be far in the lead in pack volume.

In view of the substantial production, the market price of canned crab showed a tendency to drift lower as summer selling opened.

Early in June quotations appeared at $12 per case of 24 cans. Some leading brands were 50c higher.

American-pack King crabmeat, where available, was higher—generally $32 per case of 48 halves; $16 for a two-dozen case.



William Flynn, who in June succeeded L. D. Jenkins as Northwest district sales manager of the American Can Co.

William Flynn Succeeds Len Jenkins With Canco

Leonard D. Jenkins is retiring as Northwest district sales manager of American Can Company according to an announcement made by the Company.

R. C. Stolk, Pacific Division manager of sales, announced William Flynn's promotion to the position left vacant by Mr. Jenkins' retirement.

The Northwest district includes most of the State of Washington, a portion of Idaho and all of Alaska, and has its headquarters in Seattle.

Mr. Jenkins is a native of Baltimore, Md., where he began his service with American Can Company, starting as a shipping clerk in the Maryland factory. He transferred in 1920 to the sales department and, in 1935, was promoted to Maryland district sales manager. He was transferred to the Northwest district where he became the district sales manager in March, 1944.

Mr. Flynn was born in Sandusky, Ohio, and was graduated from Kenyon College in 1942. He served with the U. S. Marine Corps during World War II as a captain. He joined American Can Company in 1946 as a sales assistant in the central division, was transferred to the Southern California district sales department in 1947 and in 1953 to the Northwest district as assistant manager of sales.

Cummins newest Marine Diesel means bigger profits for small craft

The JMS-600 is a new marine diesel—rated at 123 horsepower for continuous service such as tugs, trawlers and other work boats and 140 horsepower for pleasure craft. This engine incorporates features previously available in higher-output Cummins Diesels—features that have made Cummins the standard for performance everywhere:

- 4-cycle design for ruggedness and long life.
- Exclusive Cummins fuel system for simplicity and economy.
- Operation on inexpensive diesel fuel for minimum fuel costs. (No. 2)

See your Cummins dealer or investigate at your shipyard.

Leader in rugged, lightweight, high-speed diesels (60-600 h.p.)

CUMMINS

Cummins ENGINE COMPANY, INC. Columbus, Indiana

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SEATTLE
Cummins Diesel Sales of Washington, Inc.
Authorized Sales & Service: ABERDEEN—Kenny's Cummins Diesel Service; SEATTLE—North Coast Marine Engine and Equipment Company; KETCHIKAN, ALASKA—Motor Service and Machine Works.

How Canadian Experts React To Pace of Japan's Fishing

Japanese high seas salmon fishing oats and their gear held a lot of in-erest for two Canadian fisheries peo-le who accompanied a recent Van-ouver trade delegation to Japan.

The men were John A. Clark, pro-uction manager of Nelson Bros. Fish-ries, and Ken Fraser, director of B. C. ackers and manager of that com-any's Imperial plant at Steveston.

Both men had an opportunity of tudying at first hand the operations f Japanese fishermen and packers. Ir. Clark has set down for *Pacific isherman* some of his impressions ained during the tour:

"Today Japan produces about 25% f the world's catch of fish. There re over 750,000 fishermen engaged n coastal and deepsea fishing opera-ions and they produce over 4,000,000 ons of fish annually. About one-third f the Japanese population is employed irectly or indirectly in the fishing in-ustry. Their canned fishery products mount to over 4,000,000 cases a ear and they are now aiming to in-crease the annual output to 8,500,000 cases by 1955. Japan has been ex-porting over half of her canned fish-ery products.

"I was very interested in the deep-sea salmon fisheries of Japan. Con-trary to my belief, their gillnet boats (or catcher boats as they call them) are over 70 tons and diesel-powered; and not at all like our gillnet boats or the gillnet boats used in Bristol Bay.

"Every fishery officer in Japan must be a graduate of a fishery uni-versity, where they undergo five years of training. Japan has 80 provinces and every province has a fishery re-search station; they are making fishery research pay in a big way.

"I visited the fish market in Tokyo where 20,000 people are employed. This, of course, is what I expected to see as fish supply the nation's protein requirements. You can imagine how big our fish markets on the West coast would be if we had no other animal protein foods, and how much more we would develop our ocean fisheries if most of our diet was fish.

"There are a number of net manu-facturing companies in Japan which

High Seas Salmon Gillnets Are All Single-Knot Nylon

They carry a crew of 20 and fish over 200 gillnets each about 50 fathoms long, 60 meshes deep, 4⅞" mesh and all nylon, similar to our No. 43 nylon twine. No double-knot gillnets are used—they are all single knot. One mother ship I inspected in Yoko-hama fishes 38 catcher boats, operat-ing 7,600 gillnets.

are experimenting with a synthetic fi-bre made from alcohol and which they think will eventually take the place of the cotton web. They have not as yet been able to make it as strong, but they expect to be able to produce it as strong as cotton very soon. It would cost around $1.30 a pound and outlast nylon, they say."

Sigmund Einstoss— A Legend in His Lifetime

Sigmund Einstoss was a Legendary Figure of the fisheries even in his life-ime—which ended May 17.

The legend will grow as men look ackward to a man who was reviled nd berated, but who was regarded by nany as one of the shrewdest opera-ors who ever coped with a competitor.

He died after an illness of a few ours in a Seattle hospital at an age elieved to have been 78. His nephew, ulius Fishbein, was with him, and ook his body the following day to New York for burial.

Two days before he died Mr. Ein-toss had visited the cannery of his Keller Fishing & Packing Co. at Deer Harbor, Wash., in connection with its reparation for the Puget Sound sal-non season.

This company was his only remain-ng active property in the fish business t the time of his death, although he till operated in a moderate way with nild cured salmon packed for his ac-count by others.

Mr. Einstoss came to the Pacific fisheries as an operator in the early days of the herring development in Alaska, shifting quickly into mild cur-ing, where he largely built the Einstoss Legend. As the years passed and he moved into salmon canning, he came to spend much of his time in Seattle; and eventually closed-out his Atlantic & Pacific Packing Co. as an active fish-smoking business in Brooklyn.

He was known as the man who never removed his hat — and many who knew him for a quarter-century and more never saw him uncovered.

Many who knew him best believe that his principal enjoyment came from the contest of wits which was an invariable aspect of his business operations; and that he counted as profit the dismay of his competitors.

During the years of his ascendency, he was the leading factor in the mild cured salmon business. His most strik-ing coups were those when, moving swiftly when the Southeast Alaska trollers were on strike against the of-fered fish prices, he flew north, formed a "cooperative," and virtually cornered the troll salmon supply.

Beside the Einstoss Legend, he left a legacy of training and experience and alertness to the fish business of the Pacific North, for he was a file which sharpened the wits of his com-petitors.

Alaska Industry Wins Season Employment Ruling

Salmon canning, and indeed all Alaska industry, won a definite vic-tory recently when Judge George W. Folta of the Alaska federal court sus-tained the canners' contention with re-spect to administration of the unem-ployment Compensation Fund with particular reference to seasonal and non-seasonal employment classifica-tion.

The case was brought by the Fi-dalgo Island Packing Co. In sustain-ing its contention, Judge Folta showed that under the McLaughlin policy of interpretation the unemployment com-pensation fund was being drained and headed toward insolvency by payment of compensation to persons who were in fact seasonal employes and entitled to benefits only when unemployed dur-ing periods when they usually have held jobs in the industry.

2 ways to bigger hauls

1. **Sperry Magnetic Compass Pilot**— cuts time and fuel costs by steering straight courses automatically to and from fishing grounds. And its remote controller releases more men for fishing... lets the skipper direct fishing operation more closely.
2. **Sperry Direct-reading Loran**— pinpoints position on most profitable fishing waters even when celestial fix is impossible ...enables you to hold exact position and return to same precise fertile fishing spot on future trips.

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All Varieties of Fresh and Frozen Sea Foods Shipped Anywhere in the United States.

California Fish and Crabs Delivered Fresh to Our Own Receiving Wharf, Pier 23, by Our Own Boats.

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ONAN Electric Plants

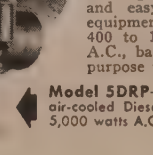
for dependable Light and Power on fishing craft

..There's an Onan Electric Plant the right size and type for craft of every size and purpose . . . shrimpers, trawlers, tugs, workboats of all kinds. They speed work aboard and save time by permitting use of electrical equipment such as bilge pumps, compressors, radios, pressure-water systems and floodlights. Smooth-running and dependable; compact and easy to install. Standard equipment on many new craft. 400 to 10,000 watts, air cooled, A.C., battery charging and dual-purpose units.

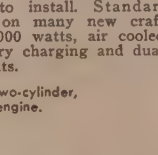
Model 5DRP—Two-cylinder, air-cooled Diesel engine. 5,000 watts A.C.

A Model to Fit Your Craft

Model 3DSP 3,000 watts A.C. One-cylinder Diesel.



Model AH 400 to 1,000 watts. One-cyl. gasoline.



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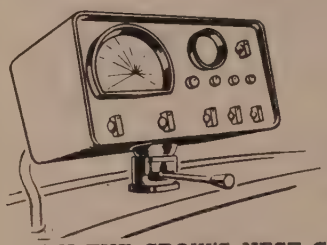
Onan ELECTRIC PLANTS



SEA SCANAR!

Sardines to right of you!
Mackerel to left of you!
Where are the Anchovies?

WHEN THE CROW'S NEST CAN'T SPOT 'EM—
The SEA SCANAR Can!

The Honeywell Sea Scanar looks all around under your boat, as far as 1600 ft out and down. Shows fish, channels and obstructions right before your eyes

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DISTRIBUTORS OF NATIONALLY ADVERTISED ELECTRONIC AND MECHANICAL SPECIALTIES

Safety at Sea, Since 1927

Mechanical handling at Marine Packers is manifest in the upper left, where a fork truck loads a truck right in the fish house. Note how everything is palletized.

Salmon are being sharp frozen on portable racks in the freezer view below. Here again mechanical handling is featured.

Abundance of ice for packing fresh fish is furnished constantly to this bin by two York Flake-Ice machines located on the mezzanine above the bin. Note that the salmon boxes rest on a pallet for fork truck handling.

Crab meat shaking facilities of Marine Packers are shown in the lower right, where the crabmeat is vacuum packed in Canco cans, lithographed with Marine Packers' "point St. George" brand.

How Marine Packers' Plant Saves Labor, and Fish Too

Joseph P. Devincenzi, president, Marine Packers, Inc., 185 Lombard st., San Francisco, has had his share of hard, manual labor in the fish business, and so when he laid out the company's new and modern quarters, he saw to it that "Old Manual" was given as much of a permanent furlough as possible.

The facilities at this wholesale fish, shell fish, and frozen fish distributing house are laid out so that a minimum of hand labor is required. There are plenty of loading platforms; trucks can drive right in to the main floor; and every possible package or box of fish is palletized. Trucks are loaded with a fork lift truck.

This palletizing is carried right down to Marine Packers' private wharf at Pier 23, where Joe receives his fresh fish. Trucks carry the pallets down to the wharf where they are lowered to the boat. The boxes of fresh fish or crabs are put on the pallets, and then swung by electric crane onto the truck.

When the fish is received at the plant, it is filleted, and that which is to be frozen is packed in 5 or 10-lb. lithographed Paperbox Corporation cartons, placed on pallets, and taken by fork lift truck into the sharp freezing room, which is 1500 sq. ft. in size. Fish is frozen at 35° below zero by means of an ice machine, which also provides refrigeration for a holding room adjoining the sharp freezer.

On the other side of the floor is a holding room, used for daily needs. It is 18 by 18′ and is kept at 15° below

Joseph P. Devincenzi, president of Marine Packers, Inc., on the left, with Ray Walker, foreman, in the middle, and his brother, Virgil Devincenzi, vice president of the wholesale fish firm.

General view of the new, modern plant of Marine Packers, Inc., at San Francisco, into which Joseph P. Devincenzi, president, has planned labor saving and fish saving facilities dictated by a lifetime of experience in the fish business.

zero. There is also a cooler for fresh fish, 24 by 18', which is kept at 33° above zero.

All salmon is delivered dressed heads on, and is immediately packed in ice from one of two York Flak Ice machines, and shipped.

Up to the middle of last month Joe had handled practically all of the salmon catch of the San Francisco Crab Fishermen's Association.

Crabs are cooked in a continuous cooker, picked, and some of the crab meat is vacuum packed in American Can Co. 5-lb. lithographed cans with the Pt. St. George brand on them. An American Can Co. closing machine is used. Joe expects to process about 1,500,000-lbs. of crabs this season.

The property occupied by Marine Products, Inc., is leased from Merchants Ice & Cold Storage Co. and Marine Packers will custom freeze for different wholesale fish companies and store at Merchants Ice & Cold Storage Co.

Joe has two trawlers fishing for him at the present time—the *Giuseppe Maria*, Sal Cresci, skipper, San Francisco; and *Evelyn H.*, Ove Holme, skipper, out of Morro Bay.

Joe started in the fish business when he was 15 years old as a fish butcher. Later on he became associated with Standard Fisheries, in 1924, and then joined the Consolidated Oyster Co., San Francisco, as a salesman. He later became a partner in Producers Trading Co., also San Francisco.

In 1946 he formed City Sea Foods Co., which started as a small wholesale fish market, and now has become the much larger Marine Packers, Inc.

Vice-president of the company is Joe's brother, Virgil, who came to work for his brother at Producers Trading Co., and has been associated with him ever since. Virgil is general superintendent.

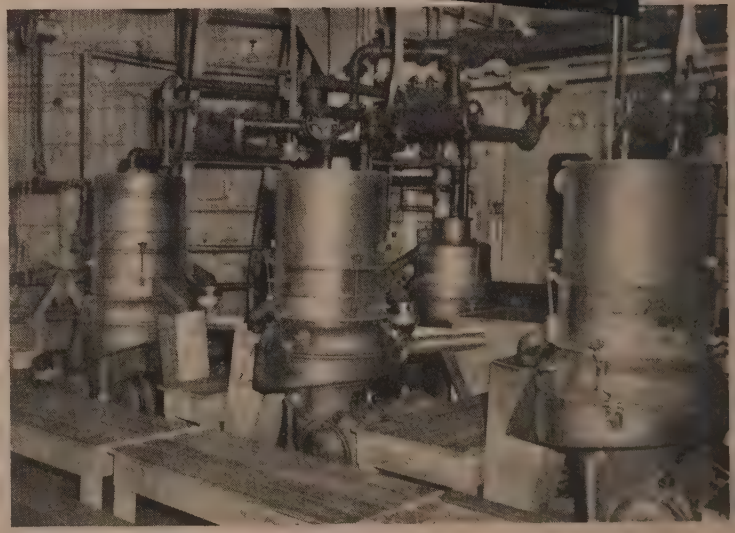
Ray Walker, well known in the California and Oregon fish business, is foreman. Edward Horgan is sales manager of the company, and Albert Holmes, formerly with Pacific Food Products Co., is office manager.

GET MORE MEAL, BETTER MEAL...
MORE OIL, BETTER OIL...
Separate the DE LAVAL WAY

The De Laval system of fish reduction, custom designed to meet the precise needs of the individual plant and using De Laval Centrifugals, gives maximum yields of both meal and oil.

Furthermore, both are of highest quality—the meal richer in proteins, lower in oil content and the oil lighter in color, lower in free fatty acid and of greater stability.

Write for De Laval Bulletin FO-1.



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FOOD FISH MARKETING
Section of PACIFIC FISHERMAN--

News and Views of National Trade in Fish and Shellfish

July, 1954

Only First-Early Salmon Items Have Price Tags

Only cautiously tentative suggestions as to pricing on 1954 new-pack salmon had been made as these words were written in the last moment before deadline of this issue.

Only a few sellers had new goods to sell—those with sources on the Columbia and Copper Rivers and Cook Inlet.

With such a situation prevailing, it is obvious that general business could be only on an SAP memo basis.

Already-packed specialty goods, like Columbia River and Cook Inlet Chinooks, were actually available for sale; but owners of early Sockeyes weren't at all anxious to accept business.

With every shred of evidence indicating light production in Alaska, sellers are not expected to be hasty in setting prices. They'll want to be sure what the goods have cost, and how available volume will affect not only that cost but the probably obtainable price as well.

Reduction in cost of the 1954 pack can come only from two sources—if at all. These possibilities of lower cost-per-case are both very "iffy." They are: (1) Substantially increased volume of pack, for which there are no grounds except the hope that "springs eternal" in the cliche!; (2) The results of consolidated operations, which are very general.

So far as price of fish is concerned, costs are *not* down. Price "reductions" which have been heralded in the press have been no more than shading, where they have occurred at all. The fact of the matter is that the price of fish is just about the same as last year — higher, if anything.

First 1954 Prices

Columbia River fancy Chinooks under a famous brand were offered early in June at $20.50 per case of 48 halves. Less known brands were available 50c less, with quarters $11 and oval halves $26.

Cook Inlet Chinooks were offered even before arrival from Alaska at $15 per case of halves and $24 for talls.

With a better-than-usual pack of Quinault Bluebacks available this season, initial pricing of these ultra Sockeyes was $18 per case of hand-packed halves, with quarters at $10 and oval halves at $25.

Talking about Alaska Reds, and particularly halves, which are really the only variety in carryover this season, one salesmanager says: "If anyone sees a gleam in a buyer's eye, business will probably be consummated on a basis of the last spot price guaranteed against decline."

Frohmans Get "Crest" Shrimp for Chicago

L. H. Frohman & Sons, Chicago sales agents for producers of fish and seafoods, announced in June their appointment as exclusive sales agents in their territory for Crest Importing Co., San Diego.

This firm is headed by Jack Willis, who has been identified for many years with the import and distribution of frozen shrimp from the West Coast of Mexico, and who is widely known throughout the shrimp business both of Mexico and the United States.

Frohmans carry spot stocks of the Crest company's three brands in a wide range of sizes. These brands are "Crest" and "Mark" for white shrimp and "Compass" for brown.

First-Quarter Frozen Tuna Imports Hit All-Time Top

Frozen tuna imports during the first quarter of 1954 were the heaviest ever for this period of the year, gaining largely over those of 1953.

Statistical material prepared by the American Tunaboat Association, San Diego, shows 21,739,000 lbs. received during the period, against 13,574,000 lbs. in the first three months of 1953.

Of the current year's first-quarter imports, 11,361,000 lbs. were delivered to Southern California ports. "Other ports"—primarily the Columbia River, San Francisco and Honolulu—accounted for 10,378 tons.

It is interesting to note that the current first-quarter increase was largely in deliveries to the "other ports," as this business in 1953 amounted to only 3,476,000 lbs. in the first quarter. On the other hand, South California imports in the first quarter of last year were 10,098,000 lbs., only a little below the landings for the first three months of 1954.

Harold Cary, manager of the A.T.A., points out that: "While the tuna market has continued to grow, frozen imports have continued to grow at a *faster* pace, measured as a share of the total unprocessed tuna supplied, and also as a share of the total market for canned tuna and tuna-like products."

This unbalanced condition, in which imported tuna continues to rise faster than the U. S. tuna market grows, Mr. Cary cites as the principal factor "limiting the needed expansion of the fleet."

Connell Bros. Advance Florence To Philippines

Francis Florence, who has been with Connell Bros. Co., Ltd., San Francisco, since 1945, has been elected to be vice-president and general manager of Connell Bros. (Philippines).

He takes the place of G. C. Miller, who has resigned but who will continue as a director of the Philippine company, and also is a vice-president of Connell Bros. Co., Ltd., San Francisco, and a director of Wilbur-Ellis Co., San Francisco. He will soon return to that city where he will devote a good deal of his time as a "roving ambassador" in the interest of CBS' Far Eastern business.

P.A.F. Shifts Pride To Deming & Gould

Robert B. Pride, who has been Alaska traffic director for Pacific American Fisheries for some time, is being shifted to Deming & Gould Co., the company's sales subsidiary, headed by Howard L. Scott.

Mr. Pride is being succeeded in the traffic work by Wilbur Simonds.

Japanese Offer Salmon On British Market

Japanese sources are offering canned salmon for future delivery in the United Kingdom, apparently counting upon the 1954 high-sea fishing operations in the North Pacific to yield the pack.

American and Canadian operators seeking British export business will find active competitors in the Japanese.

Salmon is still scarce in Britain, still being sold from under the counter rather than off the shelves. This fact of apparent scarcity may be responsible in some degree for the consumer's quickness to pick up a can whenever available, despite the fact that currently it is priced above directly competing foods.

Economic conditions in Britain are greatly improved and money is freer, but the relation of price to volume of food sales is still a powerful factor, and one which will exert great influence on future sales of salmon in that country.

While salmon sales in Britain hereafter will be on a commercial basis, they will be governed strictly by dollar exchange available. When or whether dollars will be available for salmon purchase this year is as yet obscure.

These are among the impressions brought back to the Pacific Coast in June by Maurice Rattray of Anderson & Miskin, Ltd., Vancouver, Seattle and San Francisco exporters, from several weeks spent in the United Kingdom in consultation with his business connections, their customers and government officials.

Jos. E. Antonelli, new sales manager, Fishermen's Cooperative Federation, Vancouver, B.C.

Mexico Cuts Export Tax on Shrimp

Mexico recently announced a cut in the export tax on shrimp by almost 50%. The finance ministry has reduced the tax from 2,229 pesos to 1,284 pesos per ton, or from $175 to $110.

With few exceptions shrimp production continues light in the Pacific areas. Some boats have already returned from Salina Cruz grounds. Shrimp processors have noted that approximately 50% of the production of the Guaymas area for the past season has been brown shrimp, which calls for night fishing, not extensively tried in the Guaymas area previously.

The Shrimp Association of the Americas will hold its annual meeting in Mexico City, July 15-16-17.

E. W. Lockwood, secretary and director of Wilbur-Ellis Co., San Francisco, made a flying trip to Norway and other countries in Western Europe last month.

Antonelli Handles Sales For Fishermen's Federation

Joe E. Antonelli, who gained his first experience in the fishing industry in Prince Rupert, B. C., has been appointed sales manager of the Fishermen's Co-operative Federation in Vancouver, it is announced by T. H. Sorensen, general manager.

Until recently Mr. Antonelli was associated with the Fishermen's Federation, Inc., at Seattle, where he managed sales and also acted as sales manager for the Halibut Producers Association until being promoted to general manager last Fall.

Born in Prince Rupert, it was natural that Joe Antonelli would gravitate to the fishing business. He worked on fishboats and shore-side for several years before joining the co-operative organization in 1946. He went to Seattle in 1951.

Oyster Firm Forms

Papers of incorporation for the Palix Oyster Co., Bay Center, Wash., were filed recently. Stockholders listed were Ivan and Forrest Holm, Naselle; Leonard Reischman, Bay Center; Stanley C. Gillies, South Bend, and A. D. Gillies, Aberdeen.

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Eardley's fish sticks, shown here in their Marathon cartons and Western Wax Paper protective labels, are composed of a blend of cod, rockfish and halibut, with milk solids, powdered egg, cracker meal, spices and seasoning.

Eardley Fisheries Feature Distinctive Fish Sticks

Fish sticks packed by the distinctive method developed on the Pacific Coast were being marketed nationally by Eardley Fisheries, Seattle, as this issue went to press. They were introduced to the trade in a nicely-timed early summer offering.

The product differs from the usual run of fish sticks in several particulars: (1) it is prepared from unfrozen fish; (2) the fish fillets are lightly pre-cooked as the first step in the process; (3) the pre-cooked fillets are carefully flaked and a small amount of cereal, with seasoning, is thoroughly mixed with the fish; (4) the sticks are formed by an hydraulically-actuated extrusion press, giving absolute uniformity; (5) finish cooking is by a shallow-fry method, rather than the usual deep-frying.

The process was developed, and applied on a custom basis, by Leif S. Sathre and Walter Soroe, two young men of Norwegian derivation, who evolved this specialized style of fish sticks. Formulation in the fish content and the seasoning is varied to the requirement of their customers. They do business as the Chef Canning Co., which early this summer is moving into Seattle from a location near Kent, Wash., where the company has been packing Norwegian-style fish specialties for some years.

Eardley Fisheries' fish sticks are composed largely of Pacific cod fillets, fresh-cut in the firm's Seattle plant, plus a proportion of boneless halibut.

W. C. Eardley points out that the Eardley sticks not only are produced by a distinctive method which avoids a crust of breading and batter, and at the same time achieves a high degree of uniformity, which applies particularly to the cooking, seasoning and shaping the sticks. He believes also that a superior product is achieved by the single freezing — only after cooking.

The pre-cooking of the fillets gives full cooking and attractive browning with a minimum of frying. This results in low grease absorption, while the shallow frying also produces an attractive top and bottom finish for the sticks with low-fat content.

Consistent seasoning is assured by the mixing-in; while the sticks are unvarying size and shape as result of the extrusion process by which they are formed.

From the extrusion press the Eardley sticks are carried in rows on a conveyor barely below the surface of the hot oil in the frying machine. Midway through this fryer, which was devised by Mr. Sathre and Mr. Soroe specially for this operation, the sticks are flipped over and fried on the other side.

After frying, the sticks are cooled and then packed 10 to a Marathon carton. This is wrapped and labeled with Western Waxed Paper Co. special frozen food wrapping.

Freezing is carried out at the Rainier Ice & Cold Storage Co. plant in Seattle.

N.C.A.'s Esty Dies

Dr. James Russel Esty, known to many fish canners as director of the National Canners Association's western branch laboratory at Oakland, Calif., died of a heart attack at the end of April.

Myer Bornstein, Bornstein Seafoods, Inc., Bellingham, Wash., was a California visitor last month. While in San Francisco he conferred with Collins Bros.

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California canned oysters — "Finer Flavor Brand", packed by Bob's Oyster Packing Co. from Morro Bay oysters.

Morro Bay Oysters Canned at Wilmington

Oysters from Morro Bay, Calif., are being canned in Wilmington, Calif., by Bob's Oyster Packing Co. The plant being utilized for this purpose is the old Cal-Cap plant, once owned by Tony Ostoich.

The oysters are from a seeding several years ago from Japanese stock. Mr. and Mrs. Geo. League, former Washington oyster growers, head the group of those harvesting the Morro Bay beds.

Bob's is putting up two packs: one, an 8-oz. buffet of whole blanched oysters; the other an 8-oz. can of pieces and cuts. The pack is sold under the name of Finer Flavor.

The new company is headed by Stanley Scherf as president, Daniel Fillet, vice president, and Robert Gruwell, Jr., secretary-treasurer.

The oysters are shipped to Wilmington from Morro Bay in refrigerated trucks.

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D. M. Haywood Handles Rupert's S. W. Operations

With D. M. Haywood in charge, the Rupert Fish Co., American distributional agency and wholly-owned subsidiary of British Columbia Packers, Ltd., has opened an active sales office in Los Angeles. From it, the company will handle sales of Rupert Brand products through Southern California, Colorado, Texas and Nevada.

Mr. Haywood has been on the staff of the British Columbia Packers, Ltd., for 20 years and has had considerable experience in world sales, South America, Europe, Asia. He recently completed an assignment in Ceylon, the South Pacific and Australia in fishery development. New office for Rupert Brand is at 1709 W. 8th St., Los Angeles.

The Los Angeles area has been an important one in the Rupert Fish Co. sales picture for a number of years, and it is with the objective of broadening this already broad base that the company has established its own sales office there.

"Significant" Tuna Catches Made in Gulf of Mexico

Long-line fishing for tuna in the western waters of the Gulf of Mexico this spring produced "significant" catches of Yellowfin, according to reports from the FAWS fisheries research vessel *Oregon*.

She took a number of Yellowfin, as well as other fishes, and reported that the tuna appeared to have migrated to the western gulf for spawning.

Joe Strelo Passes

The thin ranks of expert graders and re-packers of mild cured salmon lost a veteran member this spring in the death at Seattle of Joseph Strelo at the age of 72.

Mr. Strelo was a native of Austria, who had lived in Seattle since 1907. He had inspected, graded and repacked mild cured salmon for many years in plants from California to Alaska; and was recognized as a ranking expert in this specialized craft.

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Tuna — Sardines — Mackerel

D. M. Haywood, Rupert Fish C manager at Los Angeles

Sardine Permits Denied

The California State Fish and Ga Commission denied the applications 40 fish processors for permits to duce sardines into fish meal and

This is the second straight year applications for sardine reduction p mits have been refused.

The total state-wide sardine cat which once ran to over a half milli tons per year, barely reached 2,6 tons in the 1953-54 season.

Mark Marush Dies

Mark L. Marush, well-known Paci Northwest fisherman and fish deal died at Tacoma recently, where he h been associated with his father a brother in the operation of the Mar Fish and Oyster Co.

The Marushes also previously op ated fishing boats and crab boats of Westport and at one time ma tained a buying station at the W haven dock.

Booth Honors Cashier

Roy E. Powley, cashier in the C cago headquarters of the Booth Fi eries Corporation, recently was h ored by the company at a lunche on the occasion of his completion 33 years service with the firm.

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CHOCKS for Danforth anchors to 90 lbs. Solid bronze, screwed to deck. Holds securely with one lashing, quick releasing. Two sizes about $8 and $10

BRONZE TACKLE BLOCKS 10¼" high, of high strength manganese bronze; oversize Everdur pin. 1000-pound capacity. About $15

WINCH HEADS heavily built of solid bronze. 6½" high, with bore and keyway. Exceptionally well finished. About $24

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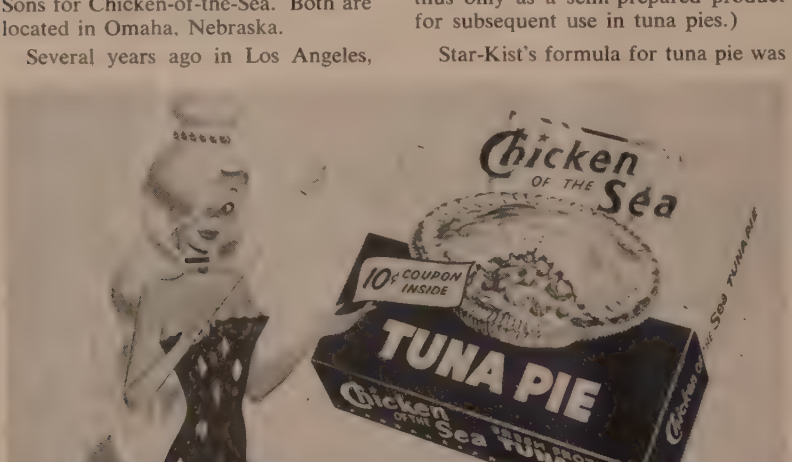
Tuna Pie—

Will it Click Like Fish Stix?

Tuna pie, newcomer in the ready-to-serve frozen fish product field, is meeting with an excellent sales response in the frozen food cabinets of the country.

Two of the major canners of tuna are now selling tuna pies under their brand names: Star-Kist and Chicken of the Sea. Interestingly, both pies are the product of well-known and long-time chicken pie processors: Ocoma, for Star-Kist; and C. A. Swanson and Sons for Chicken-of-the-Sea. Both are located in Omaha, Nebraska.

Several years ago in Los Angeles, Simple Simon pies pioneered the use of tuna in a pie; dropped it, except for several Lenten seasons; and again in 1954 met with success in the frozen food cabinets. South Pacific Canning Co. provides Simple Simon with tuna in four-pound cans, Albacore. Some tuna pies utilize Yellowfin; others Albacore. Tuna in brine is preferred, as oil in tuna presents somewhat of a problem in the freezer-life of a tuna pie, it is reported by those engaged in the processing.



Pies Lead Canners Into Frozen Foods

An interesting aspect of the tuna pie development is that it takes the two largest tuna canners, who are also among the largest fish canners in the world, into the frozen food business for the first time. Not only that, but it also initiates for the first time on a commercial basis the canning of tuna in brine in the United States. (The brined tuna of course is packed thus only as a semi-prepared product for subsequent use in tuna pies.)

Star-Kist's formula for tuna pie was developed in the Star-Kist laboratory on Terminal Island, under the direction of Robert K. Pedersen, director, and was introduced early in 1954. Mr. Pedersen reports that recently some modification was made in respect to fill. At the present time, Star-Kist is now selling a 7½ oz. tuna pie. The Star-Kist firm maintains a full-time employee at the Ocoma plant in Omaha, Tom Crump, formerly a Los Angeles Smoking & Curing Co. research staff member, to supervise the Star-Kist tuna pie processing.

Early Reception Surprising

The Van Camp Sea Food Co. introduced its tuna pie on February 16 and by March 1, according to the sal department, the pie was selling in 1(markets. The Swanson enterprise Omaha has a capacity of 500,000 pi (tuna, chicken, etc.) per day. In recent release the Van Camp cor pany reported that the one-million Chicken of the Sea tuna pie was so the third day after the label was ava able to the trade.

Gordon Curtis, salesmanager f Van Camp, recently stated: "We fe that the quality of our new produc in comparison with beef and chick pies, is such that our sales shou continue to develop as we adverti and promote further." Initially, t

Carl Green, chef in the tuna packing plant for Alexander's M kets, Southern California chain "supers" packing their own versi of the new fish product. Plates Foil Craft.

cken of the Sea tuna pie carton tained a coupon worth 10 cents, eemable. The offer expired June 1. A new product such as tuna pie essarily requires a period of ex- imentation. Questions must be an- red as to the type of sauce, added redients, seasoning, shelf life, ran- ty. Some tuna pies are being made n a cream sauce base; others with tock base. Some pies use peas; ers seek flavor and color by the ition of pimento or red peppers. ple Simon, for example, uses no s, and ingredients consist of tuna, ır, shortening, salt, powdered milk seasoning.

Van Camp Sea Food Co., through packer, Swanson of Omaha, uses ream sauce in its tuna pie, which packed in a Foil Kraft pie plate wrapped in Reynolds aluminum colors of red and gray and yellow. Van Camp officials declare that the cken of the Sea tuna pie is dis- t from others because it uses ole fresh milk, instead of dried -fat milk. Other ingredients in- le flour, shortening, peas, butter, pers, onions, water, salt, season- and monosodium glutamate, plus st, of course.

l Pans Used Generally

Van Camp supplies Swanson with a in four-pound cans, brine pack. Chicken of the Sea pie weighs in at 8-oz., and the tuna content is 1⅜ oz., added by hand to the pie.

Star-Kist pies are also packed in an aluminum container, with ingredients consisting of peas, non-fat dry milk solids, flour, shortening, peppers, monosodium glutamate, seasoning and artifical coloring. Each Marathon Q-board frozen food container is wrapped in waxed paper, printed in bright green, yellow, with white lettering.

One of the leading chains of grocery stores in the Los Angeles area, Alexander's Markets, maintains its own kitchen and in this kitchen packs its own frozen tuna pie (8-oz.), using peas, flour, shortening, pimento and seasoning. Carl Greer, chef, reports that customarily these pies utilize Chicken of the Sea Albacore. The base is stock.

It is interesting to note that at the recent convention in Cleveland there were five tuna pies presented as samples for possible judging and cutting. In addition to the pies discussed in this article, tuna pies are now being sold in different sections of the country by Stokeley-Van Camp, processed by the Blue Star company of Council Bluffs; and the Fairmont Dairies in the Middle-West also sells a tuna pie, and also packed by Blue Star.

Van Camp Sea Food Co., in its private twin-engined plane, "Miss Chicken of the Sea," delivered its first 1,000 cases (12 pies to a case) of tuna pies to J. S. Dillon & Sons, grocers, at Hutchinson, Kansas, for whom Charles Schmucker is buyer.

Three Herring Operations Programmed for Alaska

There will be three herring plants active in Alaska this summer—two of them on a half-capacity basis with only two boats to a plant.

These are the Port Armstrong plant of Buchan & Heinen Packing Co. and the Washington Bay operation of Storfold & Grondahl Packing Co.

With the reduced quota on herring in Southeast Alaska this season the operators felt it essential that each plant employ only half the usual number of boats.

Thumb Bay Packers, organized by "Mike" Jacobsen, an experienced herring operator, has leased the Port Oceanic Fisheries Co. in the Prince William sound district and will work it with four boats. These will include two of the Oceanic fleet, plus the *Storm* and the *Henning J.*

George Warren, for many years associated with the Alaska Salmon Co., San Francisco, and later with Collett-Week & Nibecker, San Francisco and San Mateo, has been appointed office manager, Bell Smoked Fish Co., San Francisco.

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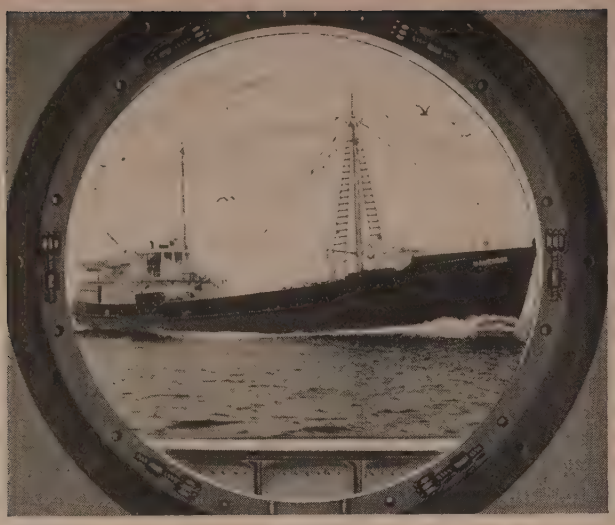

The *Wawenock* (117' long – 191 gross tons). Her owner-builder, Harvey F. Gamage of South Bristol, Maine, says, "A Monel shaft was used because when one builds for himself . . . he desires to use the best of obtainable materials."

She's the GRAND Dragger of the GRAND BANKS

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She's a Grand Banks dragger—*king-size*...the largest wooden fishing vessel built for the New England fleet in a dozen years.

She makes long, hard runs out of Portland, sometimes piling over 230,000 lbs. of redfish into her 300,000 lb. hold. And with a ten knot cruising speed, she makes the run back to port in just 96 hours.

To drive her she has a Model DMG-6, 6-cylinder, 12x15 Enterprise Diesel, rated 400 hp. at 400 rpm. It swings a 64x36 3-blade Columbian propeller on a rugged 7" Monel® shaft.

A Monel shaft was specified for the super-dragger *Wawenock* because Monel shafts are tougher and stronger than structural steel...have unmatched corrosion resistance, stay straight under tremendous shocks, last long years without wear.

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"Snow Cap"—"Snowland"

COHOE
"Olympic"—"Ocean Spray"
"Green Breaker"

PINK
"Waterfall"—"Ocean Blue"

CHUM
"Golden West"—"Golden Glow"

Cannery: **ANACORTES, WASH.**

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Present:

Allard (Bud) Conger, Jr., Astoria, who is operating a GM Diesel 6-110 in his combination drag and tuna fisher, the Nestucca.

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NEW GM DIESEL 110 Tandem Twin

Though he fishes mostly closer to home, Conger roams the Pacific as far South as Mexican waters. His GM Diesel gives him nearly twice the power in the same engine space . . . increased maneuverability when fishing and crossing the turbulent Columbia bar. "The right power for efficient dragging," says Conger. "Nothing for me and my crew to do but fish."

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Deadlock on Fish Prices Delays Canadian Opening

Delay in getting the salmon season under way in British Columbia was indicated early in June by an apparent deadlock between operators and fishermen over prices to be paid for raw fish.

The fishermen gave notice of a June 19 deadline and the operators expressed regret that the union had intimated the previous offers from the industry has caused "resentment."

Representing the operators, E. L. Harrison of B. C. Packers wrote to the fishermen's price negotiating committee on June 1 asking whether the union committee had based its approach to the negotiations on "the eventual use of the strike weapon in an endeavor to force its exorbitant demands."

"It is most unfortunate," wrote Mr. Harrison, "that this impression should have been created by the attitude of your committee. This impression was in no way relieved when we were presented, at the first meeting, with price proposal increases ranging from 14 percent to more than 60 percent over those paid last year."

Both sides in the dispute hoped that a way would be found to avert a repetition of the situation in 1952 when operations were seriously curtailed through the tieup of the fishing fleet.

The fishermen have been asking 25c a pound for Sockeye in all areas, while the operators countered with a proposal for 19½c for Fraser and Skeena Sockeye, 17½c for fish caught from Cape Caution to Ogden Channel; 11½c for Coho, compared with the fishermen's demand for 16½c.

The union asked 9¾c for Pinks, compared with the operators' readiness to pay 6¾c.

For Summer Chums the fishermen sought a price of 8¾c, compared with the operators' figure of 5¼c.

The fishermen also asked 11c for Johnstone Straits and Fraser River Fall Chums, 8¾c for Fall Chums from other areas. The operators proposed 5¼c for Summer Chums, 6½c for Johnston Straits Chums and Fraser River Chums; 5¼c for all other Fall Chums.

For Red Springs and White Springs the fishermen asked 25 and 18c respectively, the operators 11½ and 5¼c respectively.

In addition the fishermen have been asking for a 25% differential for dressed Springs and Cohos.

G. T. "Ted" Bergstrom, advanced by American Can Co. to Pacific Division Superintendent of Manufacture.

Canco Advances Bergstrom To Pacific Division Post

American Can Company announces the appointment of G. T. (Ted) Bergstrom as superintendent of manufacture for its Pacific Division.

He will supervise the operations of Canco's factories at Seattle, Portland, Ore., Vancouver, B. C., Sacramento, Stockton and Oakland, according to A. T. Augensen, division manager of manufacturing.

Mr. Bergstrom has served with American Can for 23 years. Born in Michigan, he was educated in the state of Washington, graduating from the University of Washington with a degree in electrical engineering.

He joined American Can in 1931, and held various positions in the Seattle and Portland factories until 1935 when he was transferred to the Northwest District Office in Seattle as assistant district inspector.

He became assistant superintendent of the Seattle factory in 1939, assistant superintendent of the Portland factory in 1942, and assistant manager of Los Angeles factory in 1944. He was promoted to manager of the Los Angeles plant in 1945, and remained in that position until 1953, when he was transferred to New York as assistant to the Company's general manager of manufacture.

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Washington State Fisheries At Salmon Bay Terminal

Fisheries headquarters of the State of Washington now are located close to the fleet, at the Fishermen's Terminal, Salmon Bay, Seattle.

The modern, designed-and-built-for-the-purpose building was opened for use early in May, with an open house held May 14 to introduce the public to the remarkably fine facilities provided.

The Department of Fisheries moved into its own structure from rented quarters in the Smith Tower, Seattle, and at the University of Washington.

Robert J. Schoettler, director, and his staff are now available to the largest concentration of fishing craft and personnel in the state, with plenty of parking and adequate facilities for all of the department's headquarters activities.

Van Camp's Astoria Cannery Is Inactive

No plans for resumption of operations at the Van Camp Sea Food Co. cannery at Astoria, Ore., had been made public to presstime of this issue. The plant has not operated since last November, and Donald Doran, manager, told the Astoria cannery workers union recently that there were no immediate plans for its resumption.

Oxenberg Bros. Build Florida Fish Smokery

Oxenberg Bros., famous Brooklyn, N. Y., fish smoking firm, which long has maintained Pacific Coast production facilities and connections, is building a fish smoking plant in Miami, Fla., in order to supply that southern playground area with fish fresh-smoked in the New York manner.

Bernard D. Oxenberg has been spending a large part of the spring in Florida in connection with the development, but expects to be in Seattle and Alaska during the salmon packing season.

Westgate-California Plant Extended and Improved

New additions to the Westgate-California Tuna Packing Co. at San Diego include an extension on the second floor, providing additional locker facilities and a lounge for women employees; and a 50% increase in floor space in the warehouse.

Three new evaporators have been installed in the reduction plant to replace the equipment wrecked by an explosion April 1.

Further improvements include three additional blower fans in the cleaning department, to provide ventilation and temperature control during the summer months.

Art Wilde on Board Of By-Products Body

A. W. Wilde of the Alaska Reduction Co., Seattle, operating a reduction plant at Seldovia, Alaska, is the only Pacific Coast representative on the executive committee of the By-Products Division of the National Fisheries Institute, as announced following the NFI convention.

Mr. Wilde went north to Seldovia shortly after returning to Seattle from the Cleveland convention, and expected to spend most of the salmon season on Cook Inlet.

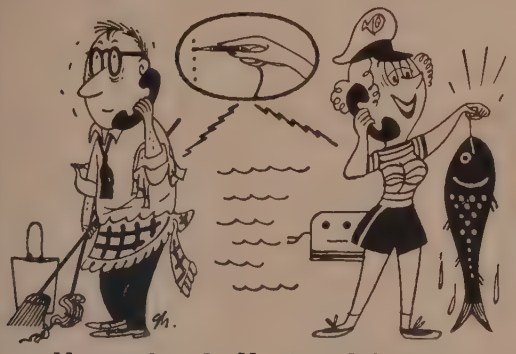
Van Camp Reopens "CP" Plant Operation

W. J. Gillis, Van Camp Sea Food Co. production manager, announced last month the resumption of canning operations at the Terminal Island "CP" plant.

First catch in which the CP plant shared was 400 tons of tuna delivered by the *North Star*, freezership chartered to bring tuna from the Samoan cannery leased by Van Camp.

The plant has a 150-ton daily capacity.

Operations of the CP plant were curtailed last fall because of an inadequate supply of tuna and the extreme scarcity of anchovies, sardines and mackerel.



How to talk to friends and relatives ashore

Ship telephone service is the only way you can call from coastal craft to telephones on land. By using it, you can quickly contact people all across the nation. And rates are surprisingly low. Chances are, many of the telephones you'll want to call can be reached for only a dollar for the first three minutes (plus Federal Tax).

For more facts on ship-shore service, contact Pacific Telephone in your nearest large port city and get this free booklet.

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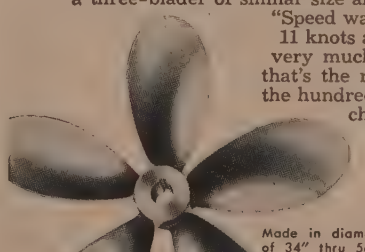
Capt. Sidney Sprague, who carries lobsters from Nova Scotia and various Maine ports to Rockland, was describing the MICHIGAN 46 x 44 STAR propeller which replaced a three-blader of similar size and pitch. He also stated: "Speed was increased from 10½ to 11 knots at same RPM . . . We are very much pleased with it." And that's the reaction of every one of the hundreds of Skippers who have changed to the STAR. Try one. You wouldn't believe a change of wheels could make such a difference.



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Out-Size Tuna Only Long-Line Problem

Too-big tuna are the principal prob lem remaining in the way of develop ment of an American mid-Pacific fish ery based on the long-line method o fishing.

This is the statement made by Pa cific Oceanic Fishery Investigation following the completion of two trip by the Janagaard vessels *North Amer ican* and *Alrita*.

The fish taken in these explorator operations, in which a commercial tes of long-lining was made, *average* about 110 lbs. in weight; and the dail average catch per boat was in th neighborhood of two tons. Catche ranging up to 5 tons per day wer taken; but the fishing plan unde which the vessels operated precluded their remaining on the most produc tive spots.

In the matter of out-size tuna, th POFI report concludes:

"This problem of the size of long line-caught fish is the only major un certainty in the way of a continuin development of the equatorial centra Pacific as a dependable source of tun for American fishermen and packers

South African Fishery Operator Visits Coast

Andrew A. Ovenstone, chairma and managing director, Walvis Ba Canning Co., Ltd., and Rockgrip Fish eries, Ltd., South African operators i the reduction and canning of sardines accompanied by Mrs. Ovenstone, wa a recent California visitor.

With the Ovenstones were Mr. an Mrs. Richard Kulze, New York City Mr. Kulze is attorney for the Sout African Rock Lobster Association i New York.

After spending a few days in Sa Francisco, where the party visited a the headquarters of Wilbur-Ellis Co J. R. Townsend, San Francisco fish eries consultant, took the Ovenstone and Kulzes on a sight-seeing tour o the State.

East Bay Fisheries Equipment Is Sold

East Bay Fisheries, San Francisco with a plant at Pt. San Pablo, Rich mond, has sold the machinery in it liver department, cannery, and fish re duction plant to a number of buyers who have picked up various pieces o equipment.

F. J. Mullins, head of the company will continue to maintain offices i the Robert Dollar building, San Fran cisco. Gene Scofield, who was asso ciated with East Bay Fisheries for th past 16 years, is now in the real estat business in Orinda.

LINES and LEADERS

olarchip Icemaker Featured a Booklet by Vilter

Fresh off the press for Vilter Manufac-ring Company, Milwaukee, is a new ur-page folder describing the Company's olarchip Icemaker. Printed in color, the ulletin covers the construction features the Polarchip Icemaker as well as the roperties and uses of Polarchip ice. The olarchip Icemaker is currently available a 3½ to 5 ton capacity range.

Free copies of the attached bulletin are vailable from the manufacturer on re-uest.

now-Nabstedt Provides Gear-Selection Information

The Snow-Nabstedt Gear Corp., Ham-en, Conn., has just released a catalogue overing its complete line of S-N Marine everse and Reduction Gears for gaso-ne, diesel and direct reversing engines p to 1000 hp. Complete in every detail, was designed to assist the boat owner the selection of the proper S-N Marine ears for a particular engine and boat. ll information is presented in a highly mplified form which includes the three asic types of marine gears. Further in-rmation on these gears or a copy of this atalogue may be obtained by addressing ne manufacturer direct.

aterpillar Tractor Celebrates 0 Years on Tracks

Fifty years ago, the world's first prac-cal track-type tractor was successfully sted at Stockton, California. This event pened a new era of flexible mobility for ehicles over any type of rugged terrain. ince 1904, the use of track-type motive ower has enormously increased. Today, ehicles on tracks are the mainstay of rming, logging, earthmoving and con-truction. In war, tanks and other mili-ry vehicles on tracks play an important le in victorious campaigns. The Cater-illar Tractor Co. of Peoria, Illinois is now elebrating the 50th Anniversary of track-ype motive power with an extensive sales nd advertising campaign.

Shrimp Shipping Costs Cut By Fibreboard's New Method

Rising costs of handling and shipping, plus increased competition, always point up the necessity of improving and economizing in packing techniques. As a service to packers and equipment manufacturers, an extensive study into frozen shrimp packing has been recently conducted by the Research and Development Division of Fibreboard Products Inc.

Fibreboard Research found that the usual practice of "pan glazing," that is, simply freezing five pounds of shrimp in individual blocks of solid ice, provides a high degree of protection—but costs the packer too much. Under this method, double the plant handling is necessary, first to freeze each batch in a pan and later to refreeze in the carton. But the main cost penalty is the freight charge the packer must pay for the 25 to 30% excess ice shipped with the product.

To provide highest quality glazing, yet with reduced handling and shipping costs, Fibreboard Research has proved a new technique which is practical. First, the shrimp are given a quick deep pre-freezing. Then they are packed in the carton over a bottom layer of slush ice, with a second layer of slush on top. Since the shrimp are already frozen, the slush ice freezes on contact and does not settle enough to expose the top surface. Thus, the shrimp are completely surrounded, though the amount of ice weight is drastically reduced. Glaze protection is equivalent to "pan glazing," yet the refreezing operation and double handling of cartons are avoided.

Fibreboard Research advises that this process can be handled with standard equipment components, and that interested packers and equipment manufacturers may find considerable advantages in this technique.

Lindwall Boat Works of Santa Barbara has recently completed a 22-foot plywood skiff for the **Santa Lucia**, Joe Vilicich. It is powered with a Chrysler Ace, 2½:1. The boat fishes for Van Camp Sea Food Co.

T. H. Dooling W. W. Grundel

Dooling and Grundel Advanced by Exide

Appointment of Thomas H. Dooling as western industrial sales manager and of Willard W. Grundel as San Francisco branch industrial manager has been announced by Exide Industrial Division, The Electric Storage Battery Company.

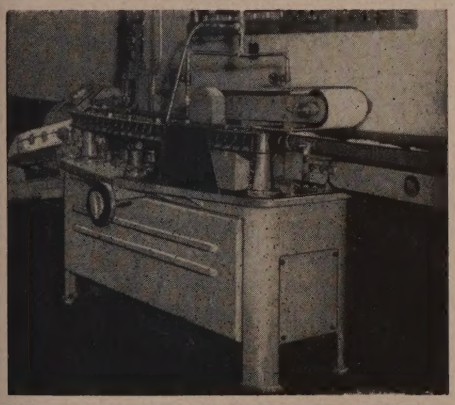
Mr. Dooling, a native Californian, has spent virtually his entire business career with Exide since joining the firm's San Francisco branch in 1903 as a salesman. He became San Francisco branch manager in 1935, and was appointed Pacific Coast manager in 1944.

In his present post, Dooling is responsible for operations of Exide branches at Denver, Los Angeles, Seattle and San Francisco, as well as sales and service of industrial batteries in the territories of Alaska and Hawaii.

Mr. Grundel in 1926 joined Exide as a sales engineer in the San Francisco branch and held that post until his appointment as assistant branch manager in 1951.

A Bendix automatic pilot was recently installed on the Santa Barbara boat **Bonnie Lee** by Howard Miller Marine Supply Co.

Pesquera de Peninsular recently purchased the San Francisco purse seiner **Sunlight** from Nick Damato.



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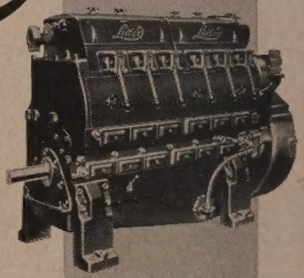

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